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BIAS BAY PIRATE OUTRAGE.

DELI MARU ATTACKED
NEAR HONGKONG.

SHIP SEIZED IN EARLY HOURS
OF THIS MORNING.

TAKEN INTO HONGHAI?

After remaining inactive for nearly a year, Bias Bay pirates have resumed attacks on coastal shipping, a brief wireless message received in Hongkong shortly after eight o'clock this morning intimating that the s.s. Deli Maru had been pirated near Bias Bay. Further details are lacking at the moment of writing but it is presumed that as the vessel has been able to send out a wireless message the pirates have left her and taken refuge at Bias Bay, or their newer stronghold, Hong Hai Bay.

The s.s. Deli Maru belongs to the O.S.K. line and is one of the steamers maintaining a fortnightly service from Hongkong to Formosa. She is well-known here and is invariably berthed at the O.S.K. wharf on the Praya.

Boarded at Swatow?

She left Hongkong on Thursday September 12th for Takao, via Swatow and Amoy and was due in Hongkong after the round trip this morning. It would appear that she was pirated on the homeward trip after leaving Swatow, where the pirates probably boarded her.

The radio message received this morning gave her position as latitude 22.40, longitude 115, which puts her between Honghai Bay and Bias Bay.

The message was slightly mutilated in reception, containing the word "lanced." It would appear that this is intended to be landed, indicating that the pirates have left the ship.

Now Clear of Gang.

The extent of the loot, and whether there was any attempt at resistance on the part of the officers are as yet the subject of speculation. If, as supposed, the vessel was clear of pirates when the wireless message was sent out, she should arrive in Hongkong about mid-day or early this afternoon.

The radio message received in Hongkong by the Commodore early this morning was sent by the master of the vessel, Captain E. Yamamoto, who stated that the ship had been pirated in latitude 22.40, longitude 115. A later message stated that the ship had been set free, and that her position was still that given above.

It may be assumed from this that the pirates made their attack very close to their new stronghold, at Honghai Bay, stopping the ship immediately and then looting her.

Early Morning Attack.

Enquiries of the O.S.K. this morning elicited the fact that beyond the brief details already picked up by the British naval authorities, information regarding the attack is lacking. The Deli Maru left Swatow for Hongkong at roughly four o'clock yesterday afternoon, and it is practically certain, therefore, that she was attacked from within the early hours of this morning.

We understand that the British naval authorities do not contemplate any action at this stage.

Built in Osaka in 1922, the Deli Maru is 270 feet long, 45 feet wide and 27.5 feet deep. Her gross tonnage is 2,171.

Last Outrage.

It is interesting to recall that the last outrage committed by pirates operating from the Bias and Honghai Bay area was on September 29 last year when the British s.s. An-

ECONOMIC CENTRE OF WORLD.

TRANSFER TO THE PACIFIC
PROPHECIED.

U.S.A. DOMINATING.

Duesseldorf, Sept. 20.

Rather remarkable views were expressed at the annual meeting of the Association of German Industrialists to-day, when the President, Dr. Dulsberg, who has recently concluded a long tour of the world, described his experiences and the result of his many enquiries.

He expressed the opinion that the economic centre of the world was slowly but surely shifting from the Atlantic to the Pacific, owing to the growth of American economic and financial power, and the extension of the American sphere of interest in the Pacific.

He drew attention also to the rapid economic progress of Japan, which he regarded as a strong contributory factor.

Dr. Dulsberg added that he was astonished to notice the clear far-sighted aims with which American firms in Asia were working, stating that the United States had already become the first Power in the Pacific having outdistanced England and Japan.

This had been made possible, not only by the world war, but by the ability and energy of Americans.

Dr. Dulsberg pointed out that China and the Dutch East Indies were good subjects for German trade activities and he exhorted German merchants and technicians to study Jidda so as to be able to increase Germany's share in the Indian market by the sale of goods at low prices.—*Reuter.*

THE INTERNATIONAL DEBTS BANK.

BRITISH MEMBERS OF THE
ORGANISING BODY.

London, Sept. 20.

Mr. Montagu Norman, the Governor of the Bank of England, has appointed Sir Charles Addis, a Director of the Bank, of P. and O. S. N. Company and of the Eastern Telegraph and Associated Companies, and chairman of the London Committee of the Hongkong and Shanghai Banking Corporation, as one of the British members of the Organisation Committee of the Bank of International Settlements, to be formed under the Young Plan, in accordance with the recommendations of the Committee of Experts at Paris.

The other member appointed the Governor of the Bank, is Mr. Walter Thomas Layton, the famous economist. He is Director of the Economic and Financial Section of the League of Nations, and Director of the National Federation of Iron and Steel Manufacturers.—*Reuter.*

ing was attacked. On that occasion Mr. D. C. Jones (Chief Officer), Mr. H. Thompson (Chief Engineer) and a Chinese quartermaster were killed. Captain C. E. Plunkett-Cole and the Third Officer, Mr. A. I. Campbell were injured. The pirates also kidnapped seven Chinese passengers and got away with booty variously estimated but believed to be worth about \$100,000.

Since that time the pirates have given no indication of their presence on the China Coast. Merchant shipping has carried on without piratical interference and it seemed that the steps taken in the past to suppress piracy on the China Coast had been effective in entirely stopping attacks on coastal steamers.

Unusual Affair.

The latest evidence of their presence on the coast is an attack on a Japanese steamer, an unusual object for the pirate's attack. In recent years British vessels have been the main object with an occasional attack on a vessel flying the Chinese flag or that of one of the Continental countries. It is believed that this is the first occasion on which a Japanese vessel has been pirated by the Bias Bay gang.

A Japanese freight steamer was attacked near Whampoa on November 14 1928, but this was the work of Canton River pirates.

OPTIONAL CLAUSE SIGNATURE.

AUSTRALIA & CANADA
FALL INTO LINE.

PROPOSED ALTERATION OF
LEAGUE COVENANT.

Geneva, Sept. 20.

Dr. Dandurand, on behalf of the Canadian Government, and Sir Granville de Laune Ryrie, High Commissioner for Australia in Great Britain, on behalf of the Australian Government, to-day signed the Optional Clause of the Statute of the World Court.

All the British Dominions have now fallen into line with the decision of the League Government in London regarding the signature.

The Reservations.

The conditions attached to the signature by the Canadian and Australian representatives are practically identical with those laid down by the United Kingdom, namely, excluding from its operation, firstly, all disputes in which the parties concerned agree to have recourse to some other method of peaceful settlement; secondly, all disputes between members of the British Commonwealth of Nations; thirdly, all disputes which by international law fall exclusively within the jurisdiction of the signatory, and fourthly, reserving the right to require suspension of the proceedings of the Court in respect of disputes which are submitted to the decision of the League of Nations Council.

League Covenant.

At a meeting of the First Committee of the Assembly, which deals with constitutional matters, a proposal was adopted to appoint a Committee of eleven members, who are to meet during the first quarter of next year, and later to submit a report of the proposed amendments to Articles Twelve and Fifteen of the League Covenant with a view to bringing them into harmony with the Kellogg Pact for the renunciation of war.

The resolution was proposed by the British delegation, and seconded by the Peruvian delegation.

Tariff Holiday.

The second Committee, dealing with the economic situation, passed a resolution declaring that States should first agree not to increase the protective tariffs at present in force for a period of two years, or even three years, and to agree not to impose new protective duties or other impediments to the free flow of trade.

The Committee also passed a resolution proposing that a preliminary conference should be held for the purpose of facilitating economic relations by all practical means.

Drugs Through the Post.

The Fifth Committee to-day concluded its discussions on the traffic in illicit opium and other dangerous drugs and adopted the British proposal for more vigorous supervision of postal consignments suspected of containing drugs.—*Reuter.*

DISTRESS FOR RENT.

PAYMENT FOR WATCHMEN
INADEQUATE.

The Gazette contains the draft of an Ordinance to amend further the Distress for Rent Ordinance, 1888. The Objects and Reasons state:—The First Schedule to the Distress for Rent Ordinance, 1888, provides that where watchmen are kept in charge of property distrained 50 cents per day must be paid per man by the landlord. At the present day it is impossible to secure suitable watchmen for less than 60 cents a day. There is no power in the Ordinance to amend the Schedule. This Ordinance inserts in the principal Ordinance a section giving the Governor in Council power to alter either of the Schedules in any manner whatsoever.

STOCK EXCHANGE PANIC.

PHOTOMATON FIRMS ISSUE
STATEMENTS.

ALARM UNNECESSARY.

London, Sept. 20.

The Board of Directors of the British Photomaton Trading Company have issued a statement that the position of the Company is entirely unaffected by the recent events on the London Stock Exchange, and that the Company is proceeding with the development of its business in the United Kingdom.

The Board is quite satisfied with its position.

The Board of the Far Eastern Photomaton Corporation, Limited, has also issued a statement to the effect that the Corporation's European accounts have been instructed to report on the effect of the recent Stock Exchange movements on the concern. The report will be made available to shareholders at the earliest possible moment. Meanwhile, the development of the Company's business is proceeding in the Far East in a perfectly normal manner.

These statements follow the sensational events on the Stock Exchange yesterday when a most remarkable slump developed in the shares of five companies belonging to the Hatty financial group.

After an hour's dealings this morning the Stock Exchange general purposes committee took the unusual step of suspending dealings in the shares and certain connected securities.

It is estimated that there has been a fall of over \$5,000,000 in "paper" value since the beginning of the week.

One of the companies conducts business in quick strip photography. The shares were at 13/6 a week ago and now are eighteen pence. Another company manufactures automatic machines.—*Reuter.*

LOCAL EUROPEAN ESTATES.

MR. H. J. LOVE & CAPTAIN
W. H. SPARKE.

AUSTRALIAN BEQUEST.

Mr. Hector Jack Love, wireless superintendent of Messrs. Butterfield and Swire, who died at the Peak Hospital on July 31, 1929, left Hongkong estate to the value of \$8,800. Probate has been granted to Mr. F. W. James, marine engineer, Messrs. Butterfield and Swire.

The late Mr. Love, who lived at No. 527, The Peak, appointed petitioner the sole executor of the will. All real and personal estate is bequeathed to his parents, living at The Beach Hotel, Deal, England, and he left his wireless equipment to his friend, Mr. W. L. E. Miller. The will expressed a desire that the remains be cremated but if a funeral should be held no flowers should be sent.

Local estate to the value of \$14,400 was left by Capt. William Hugh Sparke, formerly master of the s.s. San Nam Hol, who died at the Matilda Hospital on or about February 12, this year. He appointed Mr. C. E. H. Beavis and Mr. D. H. Blake, of Messrs. Wilkinson and Grist, sole executors of the will.

Testator bequeathed everything to Elizabeth Osborn, known as Mrs. Elizabeth Sparke, c/o Thos. Cook and Son, Ltd., Piccadilly, London, with a provision that if she should pre-decease him the property is to be divided equally between his two sisters.

Exemplification of probate of the will of Mr. Alexander Keith Trupp, public accountant, late of No. 77, King Street, Sydney, New South Wales, Australia, who died at Sydney on November 30, 1921, has been granted to Mr. G. G. N. Tinson, of Messrs. Johnson, Stokes and Master. Mr. Tinson is the attorney of Mr. Aldred Robert Harwood, the surviving executor, the other executor having died on January 25, this year.

Many family and personal bequests are contained in the will which directs that \$3,500 shall be given to the Burnside Presbyterian Homes, Parramatta, to be applied to building and fitting out a cottage home in connexion with that institution to be called the "Mary Frances Trupp Home." Hongkong estate amounts to \$1,400, but property is also left elsewhere.

POLICE OFFICERS' NEW TITLES.

LOCAL ORDINANCE
BEING REVISED.

MANY MATTERS COVERED IN
AMENDING BILL.

POWERS OF ARREST.

The Gazette contains the draft of an Ordinance to amend the Police Force Ordinance, 1900.

It is explained that the titles of the superior officers of the Police Force are about to be altered, and a new office of deputy to the chief officer of the force is about to be created. This will involve various amendments of the Police Force Ordinance, 1900, Ordinance No. 11 of 1900.

The New Titles.

The new titles will be Inspector General of Police, Deputy Inspector General of Police (the new post), and Divisional Superintendents. Sections 2, 3, 4, 9 and 13 of this Ordinance introduce the new titles into various sections of the principal Ordinance.

Section 5 gives statutory recognition to the practice of having a probationary period for police recruits, and provides that such probationary officers may be discharged during their probationary period if they prove unsatisfactory.

Section 6 of this Ordinance gives the Governor power to grant free passage in special cases before the completion of the ordinary statutory period of service.

Granting of Pensions.

Section 17 of the principal Ordinance gives the Governor in Council power to regulate the granting of pensions to members of the Police Force. By virtue of section 3 of the principal Ordinance the term "Police Force" includes, inter alia, the superior officers of the force. The pensions of these officers are in fact regulated by the general Pensions Minutes, and not by any police pension regulations. The same remark applies to the civilian staff of the Police Force. In their case section 17A of the principal Ordinance expressly provides that they shall come under the general Pension Minutes.

There is no such provision with regard to the superior officers of the force and there is no regulation on the subject of their pensions. It seems desirable to deal with their case in the same way as that of the civilian staff. Accordingly section 7 of this Ordinance includes in section 17A of the principal Ordinance reference to the superior officers of the force.

Regulations & Departmental Orders.

Section 8 of this Ordinance repeats the three sections of the principal Ordinance which deal with the making of regulations and departmental orders, and substitutes one simplified section. The existing sections distinguish, though not very clearly, between two kinds of rules, i.e., regulations and departmental orders.

Regulations are made by the Captain Superintendent of Police with the approval of the Governor in Council. Departmental orders are made by the Captain Superintendent of Police without reference to the Governor but subject to the Governor's subsequent disapproval. Regulations must be published in the Gazette in order to be valid. Departmental orders need not be published in the Gazette.

The line of demarcation between regulations and departmental orders is not clear. Questions may therefore arise at any time as to the strict legal validity of such regulations and departmental orders. The proposed new section will give the entire power of making regulations to the Inspector General of Police and all regulations will be of the one class.

The regulations will not be required to be published in the Gazette, but will appear in Police General Orders. As required by the new section, these regulations will be circulated to the members of the Executive Council, and the Governor, in Council will have power to rescind such regulations or to amend them in any manner. It seems unnecessary to publish such regulations in the Gazette as they will be well known to the public.

(Continued on Page 12.)

Bulls and Innors

From the Office Butts.

If Dr. Fawcett had his way, there would be no flies on Hongkong.

The big dam in connexion with the Shing Mun scheme is likely to become intensified if the delay continues.

Talking about port facilities, we like a biscuit with ours.

Intending embezzlers are recommended to man-man a bit until the Colony is able to provide better prison accommodation.

Canton merchants are petitioning against speculation in banknotes. Church magazine writers, please note.

Sports Query.—Is it proper to say "Why does a golfer yell fore?" or "Whyfore does a golfer yell?"

It's been pointed out that most of the babies born in Hongkong this year have been girls. Good news for the lipstick manufacturers.

People returning from Home leave say it's hard to settle down. Later on, they'll find it hard to settle up.

We hear of a Fanning golfer who took out six new balls and made a hole in one.

A doctor says the average woman wears better than the average man. But not so much.

The first sign of winter. A moth ball was distinctly smelt on the Peak tram the other evening.

[A local music lover was said to have remarked the other evening that Hongkong lacks culture, otherwise proper provision would be made for holding concerts amid quiet and suitable surroundings.]

It seems absurd. Upon my word, To say we have no culture. In fact it's rude. And awfully crude. And just meant to insult yer! Why should the City Hall be calm.

And everyone keep quiet; To let a pianist "take the palm." By raising keyboard riot? We're nice enough. And know our stuff; And scorn this high-brow beating. We'd rather have a gramophone. To drown the noise while eating!

Some people have wondered where the local Kloara team got its name. It seems the answer is a lemon.

"Enquirer"—The grouse season in Hongkong starts on January 1 and ends on December 31.

No doubt in future, church magazines will leave journalism to the newspapers.

In local government, the best men are acumen.

Wouldn't it have been a good idea if the K.O.S.B. Pipe Band had met Mr. R. M. Henderson when he landed at Queen's Pier?

Some of these Kowloon girls may not be "Cardboard Lovers," but they're easily crushed.

It's a wise parent that "No's" its own child.

Old Mother Hubbard, she went to the cupboard. And took out her new evening shawl. Made her cheeks louder, with lipstick and powder. And then drove away to the ball.

A gem from a local contemporary—"Typhoon in about 115 degrees Long. E. and 16 degrees Lat. N. moving W." While we are not acquainted with the delegation concerned, we understand that its 115 unfortunate members are getting along as well as can be expected.

Referring to Cochet, a contemporary stated:—"By taking the ball early, he returns it over the net a fraction quicker than the man who takes the ball later." This supports the dictum that the

This Salikung Road looks like another example of the vicious circle.

We suggest that at Monday's meeting of the Legislative Council a vote of thanks should be passed to the Right Hon. Mr. Ormsby Gore.

Tired of blowing their own horns, Kowloon residents are now demanding hand concerts.

One thing which the Salaries Commission omitted to recommend was a Sunday-labour allowance for Government heads required to prepare replies to Unofficial speeches.

"Stale air is most injurious" states a London doctor. It is to be hoped that this will meet the eye of a certain gramophone-owning Kowloon flat-dweller.

An Austrian recently played the violin for twenty-four hours without stopping. That's nothing! We know one or two local lads who have added around for years!

Steamer flirtations seldom lead to anything, unless the wife hears about them.

The small boy who sells soft drinks at the Mount Caroline baseball field often makes a hit—even if it's only a pop.

The man who thinks he's the whole cheese is usually offensive.

Judging by its plans for the future, the Reel Club looks like getting down to real business.

Even some non-smokers are keen on a pipe—across the harbour.

Although one cannot expect a leopard to change its spots, some of Hongkong's young sports lions might well modify the "odd spots."

It is suggested that some of Hongkong's leading golfers be appointed to future committees, for the simple reason that they would always try to find the fairway!

A London newspaper, recently published a picture of a fish that winks. We understand that this usually happens when the angler fails to disturb it.

[According to the naval disarmament experts, there will be no war until the year "X".]

No need to clear the decks: There'll be no war as yet; We're safe till A. D. "X". On that you sure can bet.

But what we'd like to know is just when "X" is, due. And one more point also—Just who will fight with who?

May the vagueness of this "X" Ensure that war shall cease; And strife no more perplex, But in its place come peace!

"Sandy"—Not P.P.C. does not mean "Please Pay Ourselves!"

A School-children's Angling Association is being formed in Singapore. The stretching should help the little ones to grow.

We're surprised that nobody has referred to the Mauritania's effort in nearly winning back the Blue Riband of the Atlantic as "Cunard Luck."

The Week's Query.—Can a middleman become a church side-man?

"Official Water Returns" stated a headline in the "Telegraph." We understand that these would have been before but for the fact that distilled waters run deep!

Referring to Cochet, a contemporary stated:—"By taking the ball early, he returns it over the net a fraction quicker than the man who takes the ball later." This supports the dictum that the

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OBITUARY.

DEATH OF ADMIRAL SIR HEDWORTH MEUX.

London, Sept. 20. The death has occurred of Admiral Sir Hedworth Meux—*Reuter*. [The Hon. Hedworth Lambton, who changed his name to Meux, was born in July 1856, as the 3rd son of the 2nd Earl of Durham. Entering the navy in 1870, he was flag lieutenant of Admiral Seymour at the bombardment of Alexandria in 1882, after which he served ashore, taking part in the battle of Tel-el-Kebir. In 1888 he commanded "H.M.S. Dolphin" which was engaged in suppressing the slave trade in the Red Sea. Two years later he was put in charge of the Royal yacht Osborne, and in 1899 he was promoted captain. From 1894 to 1897 he was private secretary to Earl Spencer, and Viscount Goschen during their terms as First Lord of the Admiralty.

Served in China.

In April, 1897, he commissioned H.M.S. Powerful for the China Station, and while he was bringing the vessel home the South African war broke out. She was diverted to Durban. On his way there he called at Mauritius and on his own initiative embarked half a battalion of troops which proved most valuable. When he reached Durban, several 4.7 and 12-pounder guns were taken from the ship and mounted on improvised carriages for land transport. Lambton and a naval brigade of about 250 men made a dash for Ladysmith, arriving just in the nick of time, for the place was completely invested immediately afterwards. Lambton's guns were the only ones capable of replying effectively to the Boer artillery and he saved the town from capture.

From 1901 to 1903 he commanded the Royal yacht Victoria and Albert. Promoted Rear-Admiral in 1902, he was successively second in command of the Channel Fleet and commander of the cruiser division of the Mediterranean Fleet. With the rank of Vice-Admiral he commanded on the China Station from 1908 to 1910. In 1912 he was appointed commander-in-chief, Portsmouth, a post which he held till 1916, hoisting his flag as Admiral of the Fleet in 1915. He was elected Unionist M.P. Portsmouth in 1916, sitting in the Commons for 2 years. In 1920 he had contested Newcastle as a Liberal.

He married Viscountess Chelsea in 1910. Next year he succeeded to a large fortune and part of the Theobald's Park estates under the will of Lady Meux, on condition that he changed his name to Meux. He was knighted (K.C.V.O.) in 1906 and was made K.C.B. in 1908 and G.C.B. in 1913. His colours were well known on the turf.

GAMBLING PROHIBITED

HOIHOW PROSTITUTES MUST WEAR SPECIAL BADGE.

Canton, Sept. 19. Since the proclamation went into effect, prohibiting gambling and prostitution on the Hainan island, it is now learned that orders have been sent by the Hainan authorities to all district magistrates and restaurant keepers, banning prostitution and all forms of gambling (Ma-jong included). Only in Hoihow, however, there are some thirty prostitutes, who are compelled to wear a certain badge to distinguish them from others.—*Canton News Agency*.

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THE DISARMAMENT PROBLEM.

FIRST CLASS CRUISERS AND SUBMARINES.

Tokyo, Sept. 20. The question of disarmament forms the subject of editorials in the four leading vernacular papers, the general opinion expressed therein being that the Government should make adequate preparations for the probable early convening of the conference.

The *Asahi* and *Hochi* are both much concerned about the proposed allotment of first class cruisers to America and urge that Japan should attempt to get the scale down, otherwise she will be faced with the choice of accepting a too inferior position vis-a-vis America, or increasing their own tonnage, both of which alternatives are regarded as highly undesirable.

The *Nichi Nichi* supports the *Hochi* in opposing the abolition of submarines and contends that for a country like Japan they are invaluable as defensive weapons.

The *Kokumin* while extolling "the unexpected brilliancy" of Mr. Ramsay MacDonald's Ministry's diplomatic policy generally, questions whether their diplomacy is not aimed mainly at increasing the prestige of the Labour Party rather than calculated for the good of the world.—*Reuter*.

Japan Invited.

Tokyo, Sept. 20. Although official confirmation is unobtainable it is learned from a usually reliable source that the Foreign Office has received a formal invitation from the British Government, through Ambassador Matsudaira, to open preliminary disarmament negotiations, similar to the Anglo-American conversations, prior to the convening of the five-power conference.

From the same source it is learned that the question was discussed at this morning's Cabinet conference when it was decided to accept the invitation.

It is expected that the preliminary negotiations will commence in London as soon as Ambassador Matsudaira receives his instructions from Tokyo.

Cabinet's Discussion.

The evening papers carry reports of the discussion on naval disarmament at this morning's Cabinet conference.

According to the papers, it was decided that unless an invitation to the five-power conference be received by the end of October, Japan will have to request that the opening meeting be delayed, as at least three months will be required to make the necessary preparations. The Government therefore proposes to inform London and Washington accordingly.

It is also reported that the Cabinet decided that Japan may be forced to reconsider her attitude toward the disarmament question if the coming conference does not result in actual reduction of armaments, as she is unwilling to be a party to any agreement resulting in armament expansion.—*Reuter*.

The Land Forces.

Geneva, Sept. 20. On the resumption of the debate on Lord Cecil's land disarmament resolution, the Scandinavian delegates supported Lord Cecil's view that the disarmament problem must be dealt with without delay. The Polish delegate opposed the resolution.

Sir George Foster emphasised that Canadians, like the Americans, were absolutely against the use of life in settling international disputes, therefore they supported Lord Cecil. The debate was adjourned.

Paris messages state that the French papers again express displeasure at Lord Cecil reviving the question of the inclusion of trained reservists in the computation of armed forces.—*Reuter*.

CHINA'S MINISTER.

RECEPTION TO MR. ALFRED SZE.

Yesterday, Mr. Alfred Sze was entertained to lunch by Mr. Liang Shi-yi, a former Peking Minister of Finance, and with Madame Sze proceeded on a motor tour through the New Territories in the afternoon.

With Madame Sze, Mr. Sze was afterwards the guest of honour at a reception and tea given at the Roof Garden of the Hongkong Hotel by the Euro-American Returned Students Association.

Presiding over a large gathering, Mr. Y. P. Law, in extending a hearty welcome to the guest of honour, said they could look upon Mr. Sze as one of themselves, and had he been domiciled in Hongkong, in all probability he would be there as one of the hosts instead of being a guest of honour.

Continuing, Mr. Law said that theirs was a young Society, with little more than two years of existence, but it had fully met their needs, and he could say that its existence had been chiefly due to the energy of Mr. K. L. Chau. (Applause).

Minister's Reply.

Responding, the Minister expressed his appreciation of the warm welcome extended to him and his wife by the gathering, and said he was glad to be given that opportunity of meeting the members of the Society, in some cases renewing friendships that had been commenced elsewhere. He spoke of his last visit to this Colony made some 15 years ago.

He had brought a message of encouragement to similar student bodies at Shanghai, Tientsin and Peking, where it had been difficult to bring the various students together, except when a dance was being held (Laughter). For which reason he must confess that he had expected a very small gathering that afternoon, and was agreeably surprised to find he was mistaken. However, keeping in mind the natural dislike of the student to speech-making, he would refrain from making a long speech and would content himself with thanking them for the warm welcome extended to him and his wife. (Applause).

FIGHT AT MANILA.

CHINESE SEAMEN TRY TO FORCE WAY ASHORE.

Manila, Sept. 20.

Two American and one Filipino Customs inspectors, and five Chinese, were injured when the Chinese crew of the British steamer *Tasclalua* tried to fight their way ashore.

Two companies of military police and civilian police from Luneta station quelled the riot and drove the Chinese back aboard the ship.

The trouble occurred at Pier One, where the *Tasclalua* was unloading oil for the army.

The five injured Chinese, after treatment, were taken to the police station for investigation. The others are held aboard the ship, and criminal charges may be filed against the entire crew, who number 30 to 40.

The trouble started when the Chinese, resenting an order preventing them from landing, attacked the Customs inspectors with knives and clubs. None of those injured is seriously hurt.—*Reuter*.

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PINKETTES

THE GENTLE LITTLE LAXATIVE

LIVER REGULATORS,

COOL THE SYSTEM, AND THE COLIC, AND INDIGESTION, AND ACIDITY, AND BILIOUSNESS, AND ALL THE OTHERS.

KEEP YOU WELL

WHITE and COLOURED FELT HATS

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AN ATTRACTIVE SELECTION COMPRISING THE LATEST STYLES AT—

MODERATE PRICES

YEE SANG FAT

Frigidaire

WHETHER IT BE THE BABY

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often leads to extreme weakness, even consumption. SCOTT'S Emulsion builds the body, enriches the blood, aids digestion and leads to increased weight and better health. Ask for



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SALESMAN SAM

HEY SAM, YER BEIN' PAID TA FEED ALLIGATORS—NOT TA MAKE LOVE TO 'EM!

BUT YOU DON'T UNDERSTAND, BOSS—THIS IS ALBERT—ALL FER SHORT—HE'S AN OLD BUDDY—USED TA BE WITH ME AT GUZZ-LEMS STORE BACK HOME!

WELL, HOW DID HE COME TA BE ON THIS FARM WAY OUT HERE?

* UKA—LOGGA—OOP! PFEET—AKKT—OOP! (BIBBY—BIBBY—SAP!)

WELL, ALLIGATOR FER—IT'S ALL MY FAULT! I SWIGNED FROM 'EM STORE WAY OUT HERE TO COME OUT HERE TO SEE MY RELATIVES—THEN I DIDN'T KNOW MY WAY BACK HOME!

The Love Feast

WELL, I DON'T BLAME YA FOR BEIN' HAPPY! WHY DON'T YA TAKE THE AFTERNOON OFF AND CELEBRATE YER REUNION?

GREAT! THANKS! THAT'S JUST WHAT I WOULD DO!

By Small

ATTA BABY, ALBERT—SIT RIGHT UP THERE! WE'RE GONNA DINE LIKE YA NEVER DINED BEFORE! NUTHIN'S TOO GOOD FER AN OLD PAL O' MINE!

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THE NEW SILENT KELVINATOR

SO SILENT.....so startlingly quiet even in starting.....that you will watch this new Kelvinator and wonder whether it is running.

AND coupled to silence, a host of tested, proven features including the Cold Keeper for quick freezing of desserts, etc.

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Brings Rewards to People—
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Parker Duofold helps people beat the average, by doing its daily work visibly better than the average pens.

And as with this pen, so it is with men. The market for Excellence is ever active. The world has a standing order for Distinguished Service.

If you're the timber that Success is made of, go try the pen that can speed you on your rise.

A pen with an Over-size barrel made of Non-Breakable Permanite instead of rubber, as formerly. Its point is guaranteed 25 years not—only for mechanical perfection but for wear!

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LADIES AT LAW.

MRS. R. T. MATHESON SUES
MRS. B. THOMSON.

Mrs. R. T. Matheson, of Huntingdon, Stubbs Road, was the plaintiff in an action heard before the Pulane Judge (Mr. Justice Wood) in the Summary Court yesterday afternoon, when she sued Mrs. B. Thomson, of Alexandra Building, for the sum of \$255, being the balance due for board and lodging for the month of September.

Mr. T. G. Bennett was for Mrs. Matheson and Mrs. Thomson conducted her own case.

Mr. Bennett said that Mrs. Thomson became a resident at Flowerburn, Stubbs Road, one of two boarding houses kept by Mrs. Matheson, on either March 24 or 25, together with two children and a nurse. She was on monthly rate and paid \$300 per month. On July 1 Mrs. Thomson sent a cheque for June to Mrs. Matheson and told her that she was leaving for Australia on August 30. Mrs. Matheson accepted that as an indication that Mrs. Thomson would be leaving at the end of August.

Mr. Church, however, who was a friend of Mrs. Thomson, informed Mrs. Matheson that Mrs. Thomson would not be going to Australia at the end of August and would like to stay on. Mrs. Matheson agreed to that.

The Agreement.

On August 31, the day Mrs. Thomson originally intended to leave, she came to town with Mrs. Matheson and her daughter in a motor car and a conversation ensued. Mrs. Thomson said she would probably be leaving for England on October 2 and also added that if she could get a passage to England on September 17 she would like to leave on that date. She asked Mrs. Matheson if she would be willing to charge *pro rata* rates for 17 days of September, at the rate of \$300 a month, \$10 a day. Mrs. Matheson agreed to do so and Mrs. Thomson said she would let Mrs. Matheson know in good time when she was leaving.

Much to Mrs. Matheson's surprise, however, Mrs. Thomson left the house on September 4 without giving any notice at all. The first Mrs. Matheson heard about it was when a "boy" rang up from Flowerburn saying that Mrs. Thomson was leaving. On that day Mrs. Thomson sent a cheque for \$35 together with a letter in which she alleged that the arrangement came to in the car was that however long she stayed after August 31 she would be charged *pro rata* at \$300 a month.

Mr. Bennett explained the agreement was that if Mrs. Thomson left on September 17, she would be charged *pro rata* rates for the 17 days.

Mrs. Matheson gave corroborative evidence, saying that when she received the cheque for \$35 she refused to accept it and saw Mrs. Thomson personally.

Miss Matheson spoke of the conversation in the car. The earliest day she expected Mrs. Thomson to leave was on September 17.

In reply to Mrs. Thomson, Miss Matheson agreed that she was sitting in the front seat with the chauffeur but said she could hear the conversation in the rear seat as she was sitting sideways.

Mrs. Thomson's Version!

Mrs. Thomson, in evidence, stated that the conversation in the car took place on Friday, August 30, when Mrs. Matheson asked her what she was going to do. Previous to the conversation, said Mrs. Thomson, she had made arrangements to go to Repulse Bay Hotel on the next day (September 1). As, however, she was not feeling very well and did not feel like moving, she told Mrs. Matheson if she would let her stay on *pro rata* rates she would be prepared to remain. She also told Mrs. Matheson that she had "certain business to do which was keeping her in Hongkong and made it quite clear that when she had finished her business she would be leaving, which might be any time. It was also agreed between them that if Mrs. Matheson could let Mrs. Thomson's room, she would be prepared to go into another room.

Mrs. Thomson contended that the *pro rata* agreement did not refer only to September but for as long as she remained, which would be, at the latest, until October 2.

During the course of cross-examination, Mr. Bennett asked: Do you suggest that Mrs. Matheson has made up this story she has just told?—Quite likely.

And Miss Matheson?—Quite likely.

Mr. C. J. Church, business partner with Mrs. Thomson, gave

Drive a Trusty

"TRIUMPH"

the Motor that never fails you.

REV. & MRS. JOHNSTON.

WELCOMED AT KOWLOON
UNION CHURCH.

The Rev. J. Horace Johnston and his bride were the guests of honour at a reception and presentation which was given at the Kowloon Union Church last evening, under the chairmanship of Mr. D. F. Warren.

During the course of the evening, which was rendered all the more enjoyable by musical and vocal items, Mrs. D. Harvey, President of the Women's Guild, presented to Mr. and Mrs. Johnston a blackwood cabinet together with two silver vases as wedding presents given by the congregation. Inscribed on the cabinet were the following words: "Presented to the Rev. and Mrs. J. Horace Johnston on the occasion of their marriage, 24th. July, 1929, by the congregation of the Union Church, Kowloon."

The gathering which was opened with prayer by the Rev. F. Short (London Mission), was arranged by the Women's Guild, and guests were received at the church door by members of the Church Committee.

In a happy speech, the chairman said that a few months ago they bade farewell for the time being to Mr. Johnston, a lonely man. (Laughter). He took a trip to England on a very special mission, that of taking with himself a wife, and there was no need to ask whether he had been successful or not. (Laughter). They were gathered for the express purpose of extending to the Rev. and Mrs. Johnston, heartfelt congratulations, and to wish them good health, long life and abundant happiness. (Applause). Mrs. Johnston was a newcomer, but they felt that she would become one of them and would be of great assistance. (Applause).

It was to be regretted that the Manse was not yet ready for occupation, but it was hoped that the building committee would get on with the job. In welcoming Mr. Johnston it was felt that his ministry would be even more successful in future than it had been before. They required the whole-hearted co-operation of Church members if the work was to be successfully carried on. It meant that everyone should step into place and share the burden. The various organisations called for real work, and they must do their utmost to see that the Church fulfilled its mission in the life of the community. "May we be able to earn for our Church the title 'The Star of the East.'" (Applause).

Mr. M. F. Key expressed congratulations on behalf of Union Church, Hongkong.

Mr. Johnston's Reply.

In expressing thanks, Mr. Johnston said that the welcome was just a culmination of quite a long history of kindness that had been shown to him. He was very grateful for their giving him the privilege of taking three months' holiday. It had been used to the full, and the main object had been carried through with great success. (Applause).

There was a very happy reception at the wedding, he continued, and he and his wife thought it would help to link up that occasion with the present if they brought a portion of the wedding cake to be distributed. They wished to express thanks for the kind way they had been received.

Later, Mrs. D. Harvey, in presenting the cabinet and vases (which was done by removing a screen which concealed them) said that on behalf of the Church she had very much pleasure in asking Mr. and Mrs. Johnston to accept the gifts with best wishes for their future happiness.

Mr. Johnston expressed thanks on behalf of himself and his wife. He said they appreciated the gifts very much, and nothing could have been more appropriate.

Mr. and Mrs. Johnston brought the upper half of their wedding cake with them, and during the evening this was distributed, together with refreshments which were provided.

evidence as to Mrs. Thomson's intentions during the period concerned and said that she might be leaving at any moment.

In giving judgment for Mrs. Matheson with costs, his Lordship remarked that such matters were difficult to decide, but he found it impossible to believe that Mrs. Matheson intended to release Mrs. Thomson as the latter had stated. If she did so she was getting no additional benefit. Mrs. Thomson had tried to operate her view of the contract to allow herself the liberty of changing her boarding house at any time and he could not imagine that Mrs. Matheson made that contract. He could imagine such a contract for release during any one month.

Claim Reduced.

Mr. Bennett said that Mrs. Matheson was prepared to subtract \$70 from the claim, the usual allowance for people who did not take their meals in the house, which would reduce the claim to \$195.

His Lordship assessed damages for breach of contract at \$195 and gave judgment as stated.

GIFT OF \$120,000.

MR. FUNG PING-SHAN'S
'VARSITY' DONATION.

His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., was among the guests yesterday afternoon at a reception and tea-party given at the residence of Mr. Fung Ping-shan in Park Road, on the occasion of his 70th birthday.

Mr. Fung, who is a very well-known Chinese merchant, signified his intention to donate \$100,000 for the construction of a library for the Chinese Faculty of the Hongkong University, and another \$20,000 towards the endowment fund of the Chinese Faculty.

The reception yesterday afternoon was given by Messrs. Fung Ping-wah and Fung Ping-fan, the two sons of Mr. Fung Ping-shan, in honour of their father. Among the prominent members of the community who were also present were the Hon. Mr. W. T. Southern, the Hon. Sir Henry Pollock, the Hon. Mr. W. E. L. Shenton, the Hon. Sir Shou-son Chow, the Hon. Mr. H. T. Crossy, Hon. Mr. R. A. C. North, the Hon. Dr. R. H. Kotevall, the Hon. Dr. S. W. Tso, His Honour Sir Henry Gollan, the Hon. Mr. T. H. King, Professor R.K.M. Simpson, Professor C. A. Middleton Smith, Mr. E. Forster, Mr. H. G. Hughes, Rev. C. B. Shann, and Messrs. T. Y. Chau, Tang Chi-gong, Chan Lim-pak, Tang Shiu-kin, Li Hoi-tung, M. K. Lo, Ip Lan-chuen, Kwok Siu-lau, Chan Yue-teng, Leung Shao-yi, Leung Pui-yue, Li Yau-tsun, Li Yick-mui, Li Sheung-ming and about two hundred others. Some fine music was rendered during the reception.

Apart from the donation of \$120,000 for the Chinese Faculty which he announced yesterday, about a year ago Mr. Fung Ping-shan generously contributed a sum of \$52,500 for the Hongkong University, and he had also given large sums for the establishment, not long ago, of the Chinese Middle School, and for libraries in Kwangtung.

FIRE DISASTER.

STAMPEDE IN DETROIT
DINING ROOM.

Detroit, Sept. 20. Guests in the dining room on the second floor of the Study Club cabaret were unaware that a fire had broken out in the basement until clouds of smoke invaded the room.

The diners stampeded, jamming the narrow staircase, some leaping from the windows.

Sixteen were killed and 50 seriously injured. The building was destroyed.—*Reuter's American Service.*

Health & Happiness.



SUN-MAID SEEDLESS RAISINS

Let them eat plenty,
—a delicious sweet,
containing Iron.
They are a tonic and
blood purifier.

A.P.B.2



JUST UNPACKED ATTRACTIVE SHAPES IN WHITE FELT HATS

ALSO—
COLOURED FELTS
Priced from—
\$4.75

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A. P. C. BUILDING.



The best LEMON SQUASH on the market.

Made from the finest Lemons and
the best cane sugar.

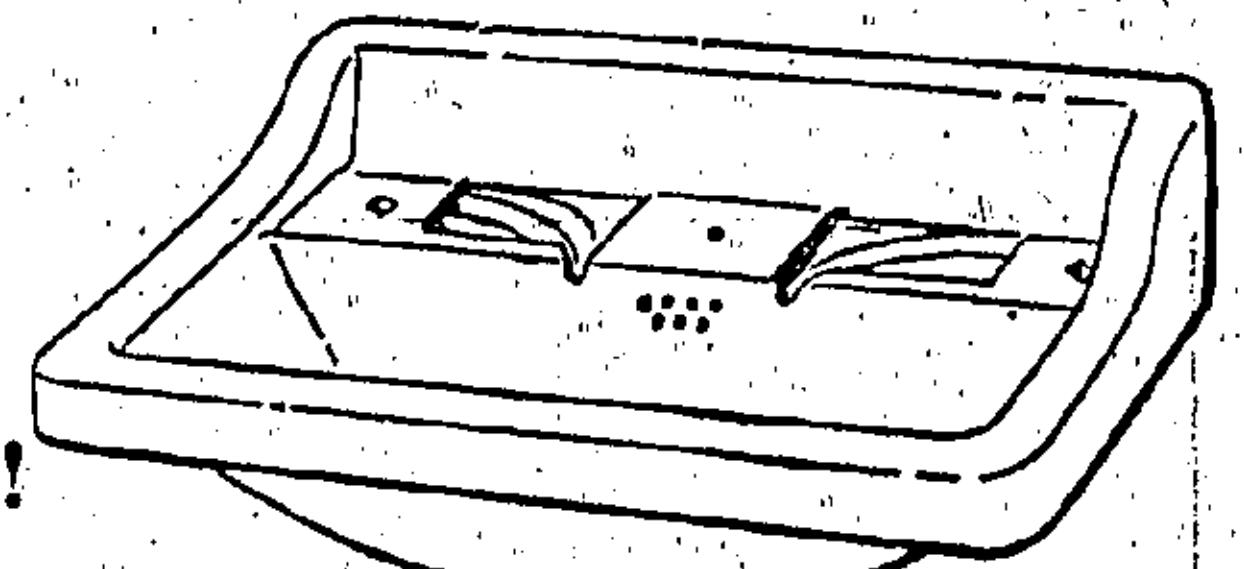


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For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheyela"

Oil Varnish Stains

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Oaks—Walnut
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Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

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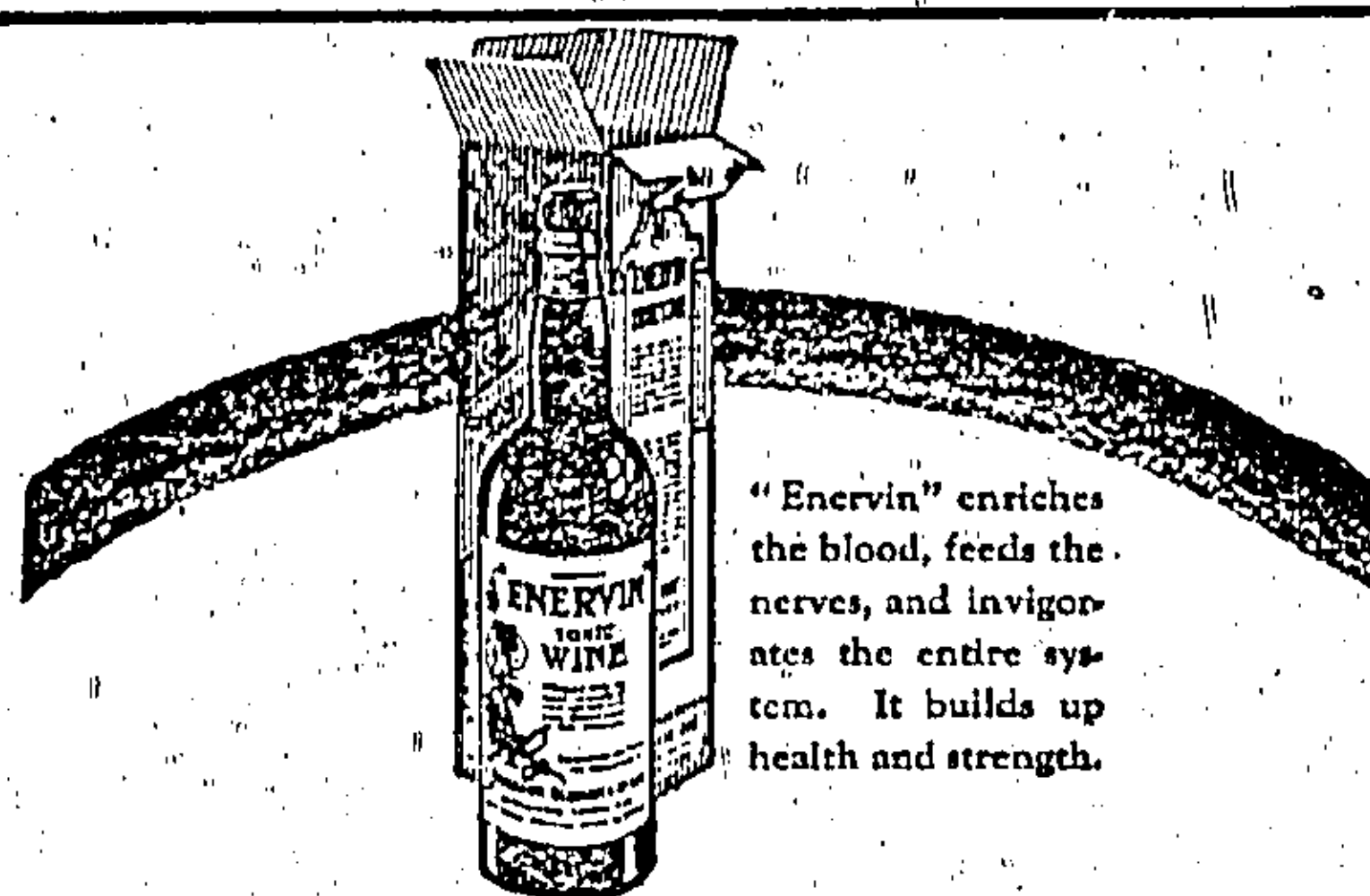
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HONGKONG.



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DENTAL CREAM

KOLYNOS on a dry brush removes fermenting food particles, dissolves film, destroys dangerous germs, guards against toothache, decay and gum infection—leaving the mouth refreshed and healthy for hours afterwards. Try Kolynos and you will say "How clean my mouth feels."



ENERVIN
TONIC WINE

"Enervin" enriches the blood, feeds the nerves, and invigorates the entire system. It builds up health and strength.

Take Enervin now . . .

Present-day living imposes an added burden on most of us; takes its toll of our nerve force and physical reserve.

This is especially true now. The monsoon season has just passed and left you susceptible to various ailments.

"ENERVIN" provides strengthening, nerve-fortifying food value.

TRY IT!! Take
ENERVIN
TONIC WINE

"It must do you good"

Obtainable at all
Licensed Stores.

SHIRTS

SPECIAL OFFER
READY MADE. ALL SIZES
NEAT PATTERNS

\$1.25 ea.

D. CHELLARAM
Opposite Hongkong Hotel.



NELSON DAY CONCERT
On Monday, October 21st.
At 9 p.m. at the
LEE THEATRE.
Keep the Date Open.

WOMAN'S WORLD FOR OUR LADY READERS.



Hair-dressing has proved many a woman's Waterloo. Any number of women, who are otherwise smart are too fond of fuss—too fond of the fluffy type of hair-dress—too often ardent admirers and followers of prettiness as opposed to individuality and carefully studied line. A coiffure must be part of the picture presented to the world of a woman's beauty. It should frame her face, bring out the best points of her profile, clothe her head to perfection. To be right, a woman should study her head from every angle—front, side, half-front and back. Often a wave more or less, higher or lower has made all the difference between a beautiful or an ugly back of the head.

And talking of the back of the head, much has been said on this particular subject. The nape of the neck—according to the leading hair-dressers—should always be shown. It should be clean—but not shaven. One must as seldom as possible dress the hair below the nape, but must build the hair upwards from it gently, leaving no sharp division. And should you have bobbed hair, this is how the hair must also be cut, to give the contour of a well-dressed head, yet the line of immaculate neatness which is the watchword of every chic woman. The art with which this effect is accomplished depends upon the skill and vision of the coiffeur.

What happens when the average woman goes to a hair-dresser? She walks into the cubicle, sits down, says, "Yes, cut, shampoo and wave," picks up an illustrated paper and leaves the rest to the hair-dresser. And then she will compare his work on her head to

the heads of other women every time she goes out.

You must be in the hands of a man who understands the care of the hair or its beauty will suffer. But you must help your hair-dresser by indicating what well-coiffed heads are now like—what you would particularly prefer as the most becoming type for your head. There are always any number of sketches you can discuss with your hair-dresser, helping him to make you into a chic and a modern woman.

Though everyone adores the neat head, it is not so closely cropped as formerly. Big, soft waves with slightly turned-up ends, the hair flatly curled over the ears only, or even continuing around the back of the head, are all styles that are more feminine, but present no difficulties in the matter of hats.

And should hair be "allowed to grow"? Here again it is a matter of close study to discover just which is most becoming—the cropped head or the chignon. How often one hears "my dear, a little close chignon or a cluster of curls looks so much better with the trailing feminine clothes of this season, but I just couldn't bear the intermediate stage, so I had it cut off again!" Thus, the wall of many a modern beauty, who exasperated with disorderly wisps and ends, returns with a sigh of relief to the fold of the neatly shorn.

But there is still the fact that the present evening mode is sadly topped by a too severely shorn head. And Paris has decreed that the smart woman wear two different styles of hair-dress for the day and evening.

The first must be a coiffure which will permit the "ons-and-offs" of the small, close-fitting hats and the second one which will describe the true personality, the individuality and the beauty of the head of the wearer.

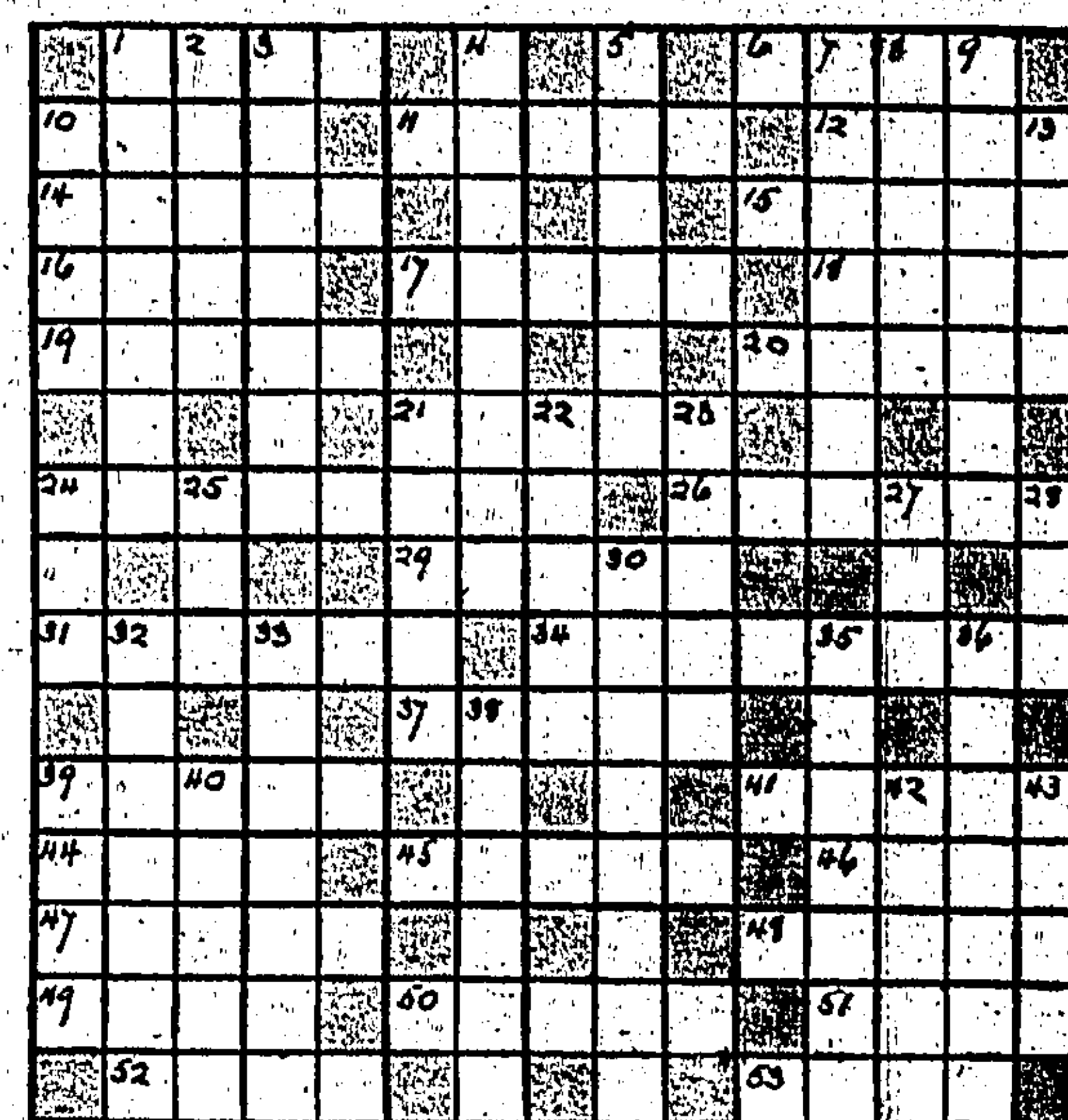
For the evening, the top of your head should be sleek and smooth and the ends of your longish bob done into soft curls, coils, or flou forms which make for a feminine-looking neck and chin. Then such wayward forms may be held in place with a small comb or decorative ornament chosen to harmonize perfectly with the gown and the coiffure.

The best of the modern hair-dressers now solve the problem of the growing hair by making a strip of curls or a close twist of hair go across the back of the head; this fastens securely with clips or combs to a little bunch of hair behind each ear, thus eliminating the greatest objection to the growing stage. Of course, if one is blessed with naturally wavy hair, this is quite unnecessary.

It is an error to think that short hair cannot evolve a real coiffure. On the contrary, with just a little careful study and patience, one can arrive at any artistic coiffure just as easily with short hair as with long—perhaps even more so. But, as stated before, it is necessary to play with the movements of the hair and to study the head.

Billy Dove, beautiful First National star, to appear soon in "Her Private Life," dresses her lovely long tresses in a most becoming manner. The hair is braided and wound about her head in coronet fashion. This is a most unusual style of hair-dress and becoming to those women whose profiles are almost flawless. Studied from every angle, it clothes Miss Dove's head to perfection.

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Across.

- 1 Dread.
- 6 Land surrounded by water.
- 10 Portion.
- 11 Parts of a book.
- 12 Domesticated.
- 14 Exult.
- 15 Looked.
- 16 Otherwise.
- 17 Come out of.
- 18 Look after.
- 19 Legal claims.
- 20 Red.
- 21 Farm buildings.
- 24 The feeding of another's cattle.
- 26 Improves.
- 29 Acquire knowledge.
- 31 Tenant.
- 34 Subtracted.
- 37 Cleans.
- 39 Annexed.
- 41 Lanterns.
- 44 Consume with fire.
- 46 Jetties.
- 48 Horse.
- 49 Corrode.
- 51 Higher in place.
- 52 Valley.
- 53 Pierce.
- 54 Other.
- 56 One of an European nation.
- 59 Poems.

Down.

- 8 Idled.
- 9 Amended.
- 10 Rind.
- 13 Whirlpool.
- 21 Freed from water.
- 22 Percuses.
- 23 Shores.
- 24 Every.
- 25 Pertaining to it.
- 27 Negation.
- 28 Woeful.
- 30 Went back.
- 32 Suffers.
- 33 Lavisher.
- 35 Fastened with clamps.
- 36 Utter.
- 38 Combinations.
- 39 In bed.
- 40 Idler.
- 42 Canadian tree.
- 43 Scorch.

Yesterday's Solution.

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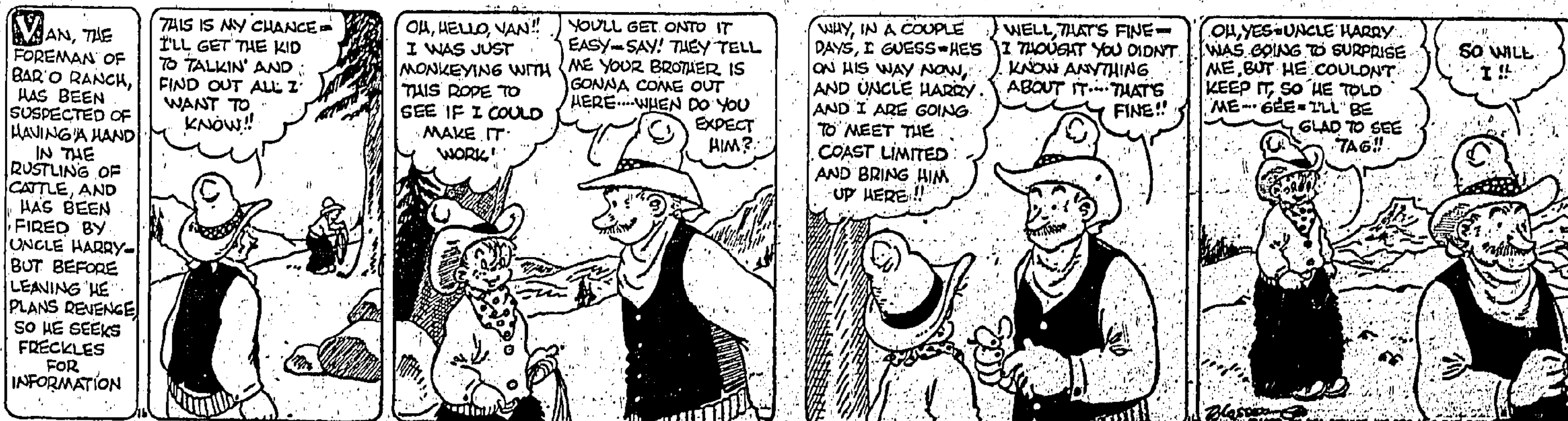
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THE WORLD.
DODWELL & Co., Ltd.
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HONG KONG & S. CHINA

BIRTH.

MISSEN.—On September 19th, at
Copenhagen, to Mr. and Mrs.
C. Nissen, a son.

The
Hongkong Telegraph.

SATURDAY SEPT. 21, 1929.

A PREMATURE PROJECT.

Attractive as the Sai Kung Road scheme may appear, we find ourselves at one with the majority of the Unofficial Members of the Legislative Council when they assert that it is a project which is at present premature. That the road will run through beautiful country, with possibilities of building sites on all hands, cannot be disputed, but that such sites would be taken up to any extent is very much open to question. If it were the case that most of the available sites on other motor roads on the mainland were occupied, there would be a strong argument in favour of pushing on with the Sai Kung scheme, but, as the Unofficials were able to show, this is not the case. In the circumstances, the proposed circular road cannot be described otherwise than as a luxury motor thoroughfare. Its total cost is put at well over a million dollars, of which two lakhs are earmarked for the coming year. As, however, it satisfies no necessity, it can well be postponed until a more convenient season.

The strongest argument against a start being made on this road is that there are many other more pressing claims either waiting to be put in hand or pushed on to completion. From every standpoint, it is more desirable that money be spent on these than on a project of very doubtful value. Let us take the matter of the road from Causeway Bay to Quarry Bay as a case in point. This is a big scheme, designed to meet a pressing need, which has for some inappreciable reason been lamentably delayed. Two years ago, provision was made, in the Estimates for 1928, for \$53,000 to be spent on a very small portion of it. Subsequently, the estimate was revised at \$23,000, the intention being to complete this part in 1928. Up to the end of that year, however, not a single cent had been expended, and the position to-day is that on a re-revised estimate of \$30,000, half may be spent this year the remainder in 1930. Meanwhile, the main project remains untouched. How, in the face of circumstances such as

these, the Government can come forward and ask for a big vote on an entirely new road on the mainland, for which there is no demand, we cannot imagine. "First things first" is a motto of which the Government never appears to have heard. Another far more urgent matter than the Sai Kung road which we might mention is the widening and strengthening of Kennedy Road to permit of its use for motor traffic. Part of the road from the western end is at present open to such traffic, but this can be of little use until the whole of the thoroughfare is dealt with. If that were done, there would be very little necessity for motorists to pass through the Chinatown district of Wanchai, which is one of the most congested spots on the island to-day. How much better to push on with a scheme of this character than to fritter away public money on an unwanted road on the mainland?

Any number of other necessities not alone in respect of roads, could be quoted as being preferable to this new thoroughfare across the harbour. Better gail, hospital and market accommodation, a vehicular ferry and a host of other needs instantly occur to one in this connexion. These are the things upon which the Government should utilise its revenue before launching out on non-urgent projects of the type under notice. Above all, there should be concentration on essential schemes which have been started but never finished. If a list of these were made, the Government would soon find that it had ample work on which to employ its funds without bothering over fancy projects which can well be left over for future attention.

Budget Presentation.

The Press of the Colony has reason to view with special sympathy the points raised by the Hon. Sir Shou-sun Chow, in Legislative Council on Thursday, regarding the Government's method of preparing and presenting the Budget Estimates. The notes are frequently scanty to the point of burlesque, the actual cost of the different departments is in many cases impossible of discovery; however diligent the research, largely owing to the grouping system which is carried out in respect of items quite apart from the Cadet, Senior Clerical and Junior Clerical Services, while year after year votes are made which, judging by results, might well come under the heading of "face." The truth lies at the bottom of a very deep well, and a very salutary change in system is essential if the real facts are to be given the full light. On the point of classifying the junior clerical service separately, there are two distinct views both of which contain merit. Under the old system, it is argued, the exact cost of a department could be ascertained. Sir Reginald Stubbs, the author of the change, dissented from this viewpoint, expressing the opinion that the argument was not strictly accurate in view of the fact that cost of clerks changed almost monthly, the amount estimated, therefore, probably being far different from the actual cost to the Treasury. He also urged that the grouping saved considerable expenditure in time and stationery at the Treasurer's Office. We are not at all satisfied, however, that the old system was not the better. To arrive at the present cost of a department, which after all is the test of value received, if not necessarily of efficiency, laborious checking and cross-checking is demanded which is quite unnecessary. The provision of adequate explanations is also a matter worthy of the earnest attention of Government, if only to save the Unofficial Members from lumbering up with trivialities addresses on matters of importance. Close scrutiny of the Estimates for several years past reveals another striking fact, which has not received the attention it deserves. We refer to that "popular" Vote, Public Works Extraordinary. Appropriations are made and never expended, till we might be forgiven for doubting if the intention was ever extant. The Salingpun Market and the No. 2 Police Station were to have \$350,000 this year, but the Government proposes to spend \$40,000 as a maximum. The same remarkable disparity between the estimates and the revised estimates is to be found in other items, the result being that the Government contracting to spend, say, \$5,000,000 on P.W.E. in a year, actually does work to the value of about \$1,500,000 only. Sometimes, be it noted, the money is diverted in the rush of Finance Committee meetings, to some pet scheme of Government. If the last two or three years are to be accepted as a fair example of the annual difference between promise and performance, we would suggest that the D.P.W. undertake a thorough reorganisation of the system which operates in seeking

DAY BY DAY.

THE GREATEST MERIT OF SOME MEN IS THEIR WIFE.—Poincelot.

The P. and O. s.s. Nallore, from Singapore, is due here at 6 a.m. on the 25th instant.

The name of Mr. Leslie Owen Ross, has been added to the list of authorised architects.

The name of The Ping On Bandit Risk Insurance Co., Ltd., has been struck off the Register.

Tenders are being invited for the construction of a reinforced concrete covered service reservoir at North Point.

His Excellency the Governor has appointed Mr. Roger Soame Jenyns to be an Assistant to the Secretary for Chinese Affairs.

It is notified that the tender of Messrs. Wo Hing for the purchase of Sanitary Department Barge S.D. "C" for \$350 has been accepted.

It is notified that at the expiration of three months, the New Territories Building & Agricultural Development Co., Ltd., and the China Shun Nung Shih Co., Ltd.; will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

The Forbes Russell Comedy Company presented "March Hares" at the Theatre Royal last night. This comedy new to Hongkong, abounds with amusing situations, of which the most was made by the Company. To-night the Theatre Royal season ends with "Good Morning, Bill." However, the Company will next week have a brief season at the Star Theatre in Kowloon.

Shipping is warned that between the 15th and 31st October, 1929, anti-aircraft gun practice will be carried out from a position adjacent to the road between Shek O Gap and Cape D'Aguilar in latitude 22° 13' 5" N., longitude 114° 14' 6" E. (Chart No. 1466). The danger is contained between two lines drawn 180° and 239° from this position and the arc of a circle 5½ miles therefrom.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Alexandria, 4 (2); Bassein 1 (2); Rangoon (1); Singapore 1 (1); Phom Penh 2 (2); Cholera, Calcutta (15); Karachi (6); Bangkok 4; Chinwangtao 2; Chemulpo 1; Osaka 8; Shanghai (4); Newchwang 1; Swatow (7); Small-pox, Berbera 3; Aden 1; Bombay 6 (5); Calcutta 9 (6); Cochín 4; Karachi 8 (3); Madras 16 (7); Moulinein 2; Negapatam 1; Batavia 1 (3); Macassar 4 (2); Dairen 1.

KWANGSI NOTES.

SOLD IN CANTON AT 85 PER CENT. DISCOUNT.

Canton, Sept. 19.

During the last provincial war, General Wang Shao-hung issued a large quantity of notes for the payment of Kwangsi troops. These notes after the war have become practically worthless, as they have ceased to become legal tender. Recently, however, the money changers in Canton have started to buy in these Kwangsi notes at 85 per cent. discount. This buying reveals that the Kwangsi Government is contemplating the redemption of these notes by exchanging them with the Kwangsi Bund Construction Bonds.

ed, till we might be forgiven for doubting if the intention was ever extant. The Salingpun Market and the No. 2 Police Station were to have \$350,000 this year, but the Government proposes to spend \$40,000 as a maximum. The same remarkable disparity between the estimates and the revised estimates is to be found in other items, the result being that the Government contracting to spend, say, \$5,000,000 on P.W.E. in a year, actually does work to the value of about \$1,500,000 only. Sometimes, be it noted, the money is diverted in the rush of Finance Committee meetings, to some pet scheme of Government. If the last two or three years are to be accepted as a fair example of the annual difference between promise and performance, we would suggest that the D.P.W. undertake a thorough reorganisation of the system which operates in seeking

ON PORCHES IN GENERAL.

An American Institution Praised.

One of my chief distinctions is the publication of an essay on the peculiar advantages of the upper porch, which appeared almost exactly four years ago in this very column. I call it a distinction, not because of any particular merit which I can claim for my modest sketch, but because, to my knowledge, no one had ever written upon this important subject before. In my essay I explained how I had tested various surroundings as general study headquarters for the summer season, tents, tree-platforms and various kinds of seats shaded and unshaded, by the seashore and the banks of streams. And I made confession of my ultimate rejection of all these and choice of the upper porch as regular study den. In recording my satisfaction with all the features of my special discovery I observed, "When I can cross the ocean in summer I live on the upper porch; when I cannot I live on the upper porch." Naturally I drew comparisons to the disadvantages of all porches on lower levels, and I suggested all of the superior outlook which belongs to higher elevations.

Nothing of what I wrote then can I retract now. But porches in general, upper and lower, of every kind are no less fascinating to me at this particular time. At least some of my readers have faced, perhaps are even now facing, the particular problem of planning the design and construction of a house, and this means of course at least one porch. (It were quite unthinkable that any building which could call itself a home should be deprived of what the dictionary coldly describes as an "exterior appendage.") Only when we must make a choice among the innumerable alluring possibilities of the verandas which we must live on and live with every day through the years, do we come to a realization of the full import of them. Suppose also that you must fit your own particular porch design into the picture of a street, and that you are strictly regulated in the latitude permitted you in this pattern.

This is the condition which I now happen to face. Your porch must be exactly aligned with all others in the row, both for the sake of the æsthetic values in the total effect, and for the maintenance of complete equality among all of the home-owners. According to the further prescriptions, you must not inclose your porch with anything but screen or glass, so that no one may shut off the vistas of another shoreward. In the light of all these conditions, you can understand how absorbing the whole question of porches becomes to me.

How formal and inadequate then is the description in the dictionary: "Porch: An exterior appendage to a building forming a covered approach or vestibule to a doorway; a covered way or entrance whether enclosed or unenclosed." Almost grotesquely incomplete, I contend, is any such picture as this. The man who wrote that definition in all probability never had to build a porch. I doubt if he ever owned or even enjoyed one. It sounds suspiciously as if his experience had been limited by a two-by-four back porch, a plain bare necessity, which in the homely Dutch American phrase is designated as a "stoop." If all mankind can be divided into the two classes of those who appreciate porches and those who do not, there can be no question that he belongs to the unfortunate group.

Yet it requires but little imagination to picture the significant role which porches have played in all times and all stages of human development. Their advantages were among the earliest discoveries of our race. In the tropical lands, which we associate with primitive men, most of the needs of mere shelter seem to have been served by rude open galleries which were the beginning of the more or less elaborate verandas of the Orient to-day.

In Japan, China, India, we find these lightly built open areas with floor and roof and without walls, except for sliding partitions of paper or screens, most inviting and picturesque. And so far as they have proved adaptable, we have taken over similar designs for the sunnier climes or for our own continent, just as we have naturalized the old Sanskrit word veranda for ourselves. Thus have we become far more Oriental than we might commonly suppose. Even a fully developed porch as an integral part of a dwelling to be used as a constant centre of domestic living and individual enjoyment, we owe scarcely at all to our European background. In the eastern part of America, before any Asiatic influence had produced an effect, we had spent our days in the open, which is one of the distinctive expressions of our New World civilization, and which had

been almost unknown in the Old World.

Some day, perhaps, someone will write of the porch as one of the revealing manifestations of American experience in its peculiar environment. At the moment we can merely remember that amid all the architectural variety of Europe, the home of the people have remained practically porchless. Whatever the reasons may be—and one might suggest the desire for greater compactness to meet the needs, both of economy and defence—the Old World substitute has been a different kind of outward extension, smaller and often elaborately beautiful, in the form of the balcony.

If our European friends wish to take us outside of their houses, they invite us into the garden, perhaps into a covered arbour. But if they live on a city street, their house presents a solid front to the outer world, only in the retirement of the rear do they show their true hospitality. In rural England the small dooryard, trim and bright with flowers, is a cheerful invitation to linger there. But you are never asked to come up and sit on the porch—for there is none.

Among the more elaborate houses of some lands on the Continent you may be fortunate enough to be asked to visit open courtyards surrounded by colonnades or porticoes, which make one of the most rich and spacious, as well as ancient, features of architectural invention.

It is, indeed, the portico, more elaborate and imposing in itself and in name, from which our more formal American "porch" has sprung. But porticoes were always too grand for ordinary dwellings. They were fit only for the homes of lords or for the public buildings of the city. It is we who have domesticated the portico of the few and made it a porch for all.

I am, then, singing the praises of the American porch. It speaks of a twofold desire for an openness of living: a friendly wish to remain partly in the world of other human beings, even when one is at home; the unconscious desire, while still partly sheltered, to remain closer to nature than four inclosing walls would permit. A special privilege and even birthright, then, the porch would seem to be for every home in America. I must venture a suggestion of regret for the all too numerous blocks of porches row-houses which line the more populous streets of our cities. For the dwellers in these I can only wish as ample a back porch as possible—with as pleasing a view as may be.

Not a mere "exterior appendage," but an integral necessity of every house that is home, is the informal friendly porch. From it one may see the world go. While still in the midst of one's family, one may hail the passing friend or acquaintance and invite him into the circle. And if the weather be at all propitious, what can be a better place for the solitary hours with a book or one's own thoughts, or best of all for a talk alone with your friend—P. K. in the *Christian Science Monitor*.

WHO WAS?

ROLAND.

A gigantic young count, eight feet high, Roland was the most trusted commander in the grand army of his uncle, the Emperor, Charlemagne.

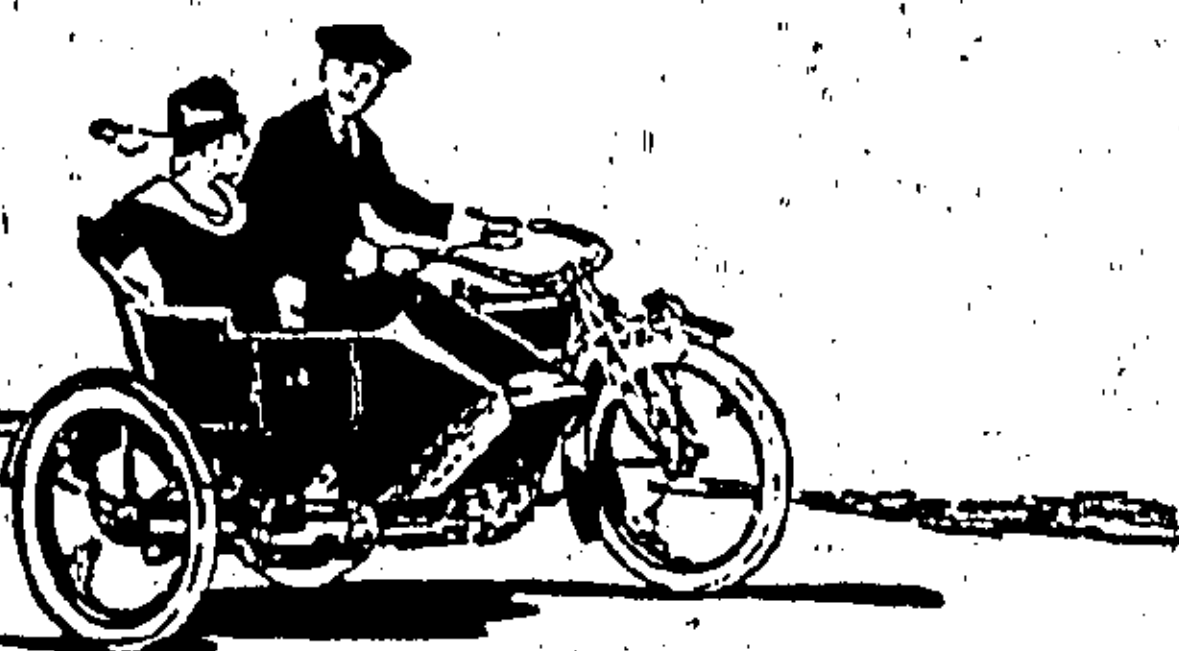
With Oliver, his friend and comrade-in-arms always by his side, Roland won many glorious victories over the Saracens, but was at length slain in the valley of Roncesvalles as a result of a terrible piece of treachery. He was leading the rearguard of the army, and when hotly pressed by the enemy sounded his magic-horn to summon the assistance of the main body.

Charlemagne heard the horn, but owing to a conspiracy at his own headquarters, it proved to be impossible to reach the sorely beset forces in time. Roland and Oliver, together with many another doughty warrior, were found dead and surrounded by a host of enemy corpses.

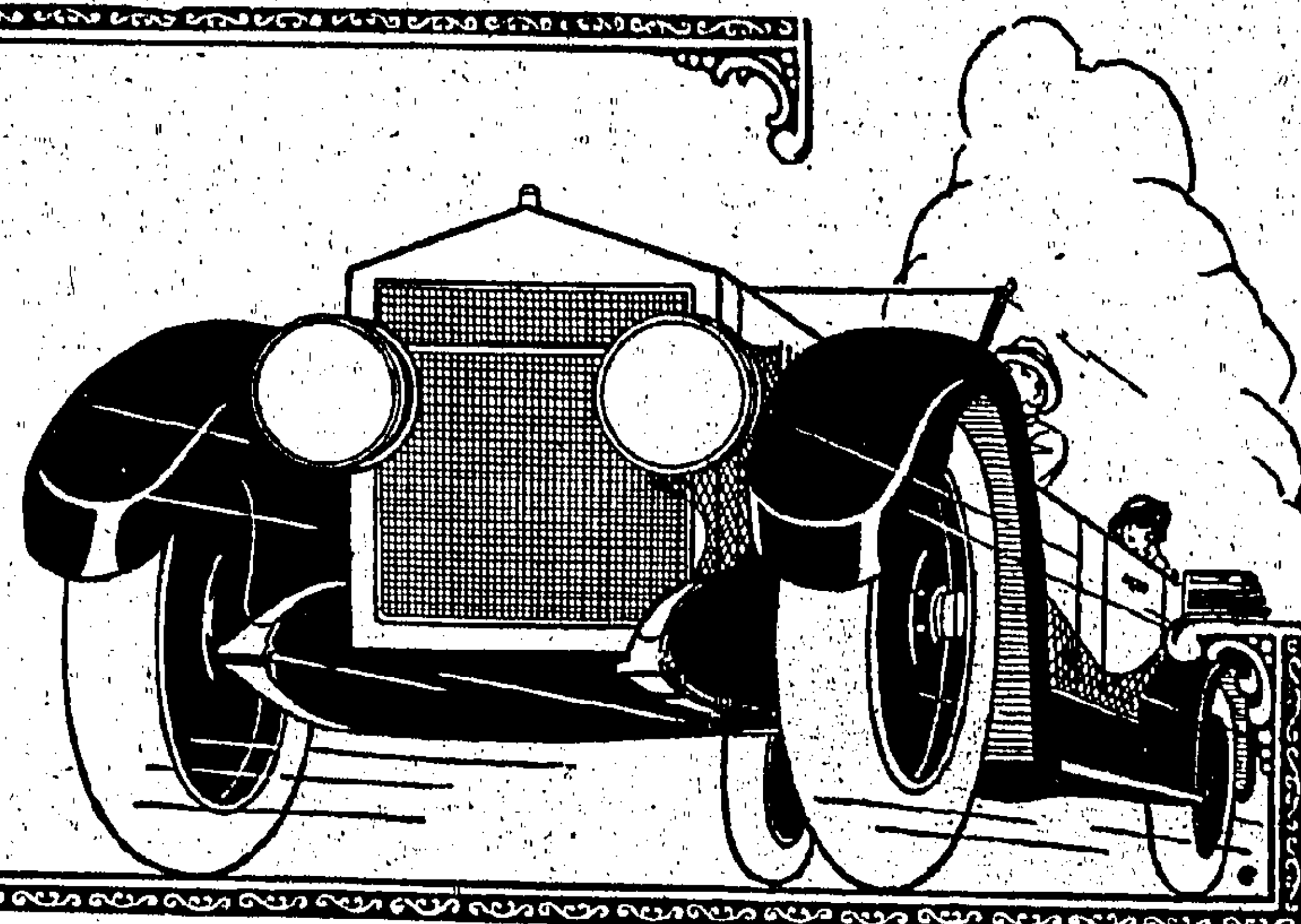
"Roland's horn" is a term you will often come across in literature, and you have no doubt heard the phrase, "to give a Roland for an Oliver," which means to give tit for tat.

Roland is the hero of many poems and dreams, but none more famous than Theroude's "Chanson de Roland."

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 21st SEPTEMBER, 1929.
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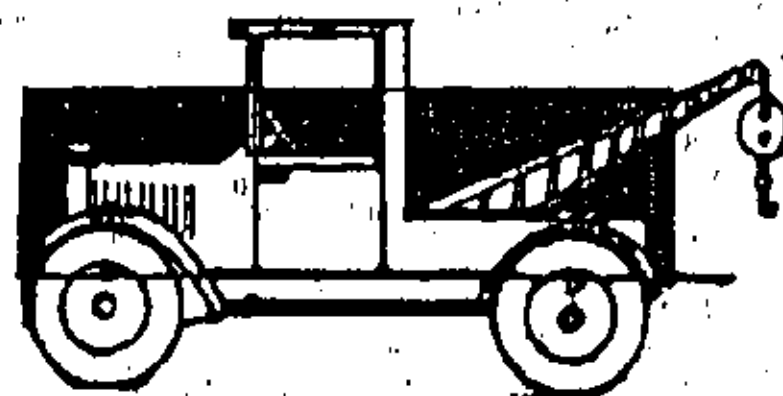
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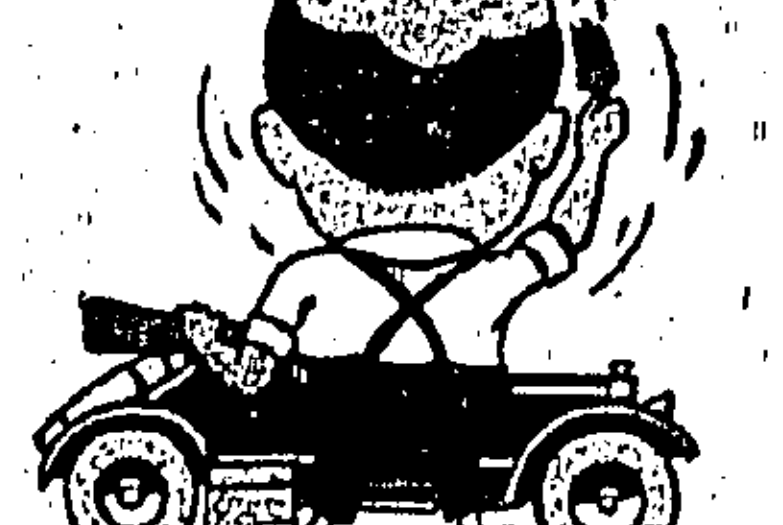


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CURRENT COMMENT

Motoring and H.C.L.

Comment was recently made in these notes on the fact that motor-ing can no longer be termed a luxury, in fact, the point was stressed that it is actually a necessity. During the week a reader has gone so far as to suggest that as far as Hongkong is concerned, the possession of one of the small types of motor vehicles represents definite economy, when a check is made of the average monthly travelling expenses of Hongkong residents. There is much truth in the assertion, because the majority of people are so accustomed to paying out ricksha and chair fares, that due account is not reckoned in the ordinary monthly expenditure.

A Case in Point.

Take the case of the average Peak resident. In the first place there is the sum of \$12 per month for a Peak tram season ticket. Then it is customary to take a ricksha too and from the top tram station involving an expenditure of 40 cents per day, or, for a thirty-day month, the additional sum of \$12 is spent. Thus is the sum of \$24 per month arrived at, and it must be borne in mind that those who are in the habit of going home to tiffin spend another \$12 on rickshas. The above calculations make no allowance for chairs from the lower tram station, or for rickshas when travelling about the city, nor for pleasure trips out to the various bathing beaches. The sum of \$24, therefore, represents the lowest possible estimate of expenditure on transportation, and it would not be far out in most cases to even double that sum. If motor car hire is included, a very much higher figure is reached.

No Comparison.

Our informant, who happens to be one of the many who make daily use of a small car, is emphatic in his assertion that he saves two-thirds of his previous monthly expenditure when without a car, and in addition to the big saving, has the added benefit of being able to drive wherever he likes, when he likes! As a matter of fact, owners of the smallest type of cars do enjoy pleasurable and healthy transportation at extremely low cost, and it not surprising that the number of people providing their own system of transportation is rapidly increasing. Next in class to the "Baby" cars come the light touring types.

AUTOMATIC BRAKE.

Applied When Accelerator is Released.

A NEW DEVICE.

A motor-car with a foot-brake which is automatically applied the moment the driver takes his foot from the accelerator has made its appearance.

During a test says the motor correspondent of the *Daily News* I was driven along a straight road at a speed of about 50 miles an hour. Suddenly the driver removed his foot from the accelerator and the car on its own account came to a standstill smoothly in the same distance one would expect if the ordinary foot-brake had been used.

The device is the invention of a young Swiss, M. Badertacher, and patents have been taken out in all parts of the world. It virtually

and these also do not cost very much to maintain. As a matter of fact, for ordinary every day use, a "Baby" car costs about the same as a season ticket on the Peak tram, and it must be admitted that the drive down to the city each morning is most beneficial. It is true that wet weather has to be taken into account, but after all, this is by no means an objection.

Garaging.

The old question of garaging must enter into the discussion, but it is gratifying to know that the authorities are willing to grant facilities to owners of the smaller cars whereby they can drive over roads not ordinarily open to motor-traffic. As we mentioned a few weeks ago, it is to be hoped that a more favourable attitude will be adopted towards residents who desire to erect their own garages adjacent to their homes.

Generally Admitted.

That the motor vehicle does form the ideal means of family or even individual transportation, is universally admitted, and it is interesting to remember that at the last meeting of the Peak Tramway Company, reference was made to the possibility of competition from motor vehicles. When the new road from Garden Road to May Road, and later on, from thence to Magazine Gap, is completed, it is safe to predict that many more residents will become owners of motor vehicles, and that many will prefer such means of travel to the Peak tram. In this respect it has to be remembered that the days have long passed when the only means of ascending the Peak was by the tram (with the exception of the tortuous trip by chair) and that people who now consider that the fares are high, have a most useful, economical and pleasurable alternative means of travelling in the automobile. This is but another example of the benefits given to the world by the motoring engineers of the last decade.

Austin Service.

Whilst mentioning small cars, it will be of interest to Austin "Seven" owners to know that a service station is being opened at Lockhart Street, on the new reclamation, opposite Tin Lok Lane, by Mr. Getz, who for many years has specialised in service for Austin "Sevens." An announcement to this effect appears elsewhere in this Supplement.

removes the necessity of the customary foot-brake control, though one was fitted on the car for emergency purposes.

When the car is at rest and neutral gear engaged the new brake is on. The driver engages the first gear, lets in the clutch and accelerates—the brake is released and the car starts.

The automatic brake will hold the car on the steepest hill; this makes starting on a steep gradient easy, for it is not necessary to use the hand-brake.

There is a neutral position on the accelerator pedal where the brake does not come into action and the engine can be used as a brake. This is to prevent constant braking on acceleration. But as soon as the accelerator pedal is allowed to come back beyond the neutral point, on goes the brake.

After a little practice it is possible, owing to the neutral position to use the accelerator in the same way as a foot-brake pedal and for choking or stopping.

NEARLY LOST.

Sir H. Segrave's
"Squash."

THRILLING RACE.

A glass of lemon squash nearly cost Major Sir Henry Segrave his life, just failed to wreck his super-speed boat, the Miss England, and almost caused his defeat by the German mystery boat, Parolo III, during the recent preliminary heat for the German speed-boat championships, being held on Lake Templin, near Potsdam.

It was warm, and both Sir Henry Segrave and his mechanic, who had started up Miss England's great 950 h.p. engine for the race, discovered that they were thirsty. Lemon squash was brought for them, the engine was stopped, and Sir Henry and the mechanic settled down to enjoy a long, cool drink, when suddenly a guttural Teutonic voice roared at them from the judge's box through a megaphone.

"One minute before start gun goes, Sir Segrave," said the voice. After thirty seconds of scurrying haste the Miss England with a splutter and a roar made for the starting buoy where her German rival was already waiting.

Too Hasty.
The Miss England's crew had, however, been too hasty. The little auxiliary engine which is used to start the great motor had not had time enough to goad the 950 h.p. engine into boiling fury, and so when Sir Henry Segrave was well out of reach of land, the engine struck work and stopped.

"Bang!" went the starting gun, and the German boat sped away alone. Sir Henry looked after her regretfully and decided to give up the race. Not so, however, Mr. Scott Paine, the Miss England designer. "Go on, Henry!" he said, when the boat had been brought in again. "Have another crack at her. You may catch her yet." "Right-oh!" said "Henry," and when the engines were at last set going the Miss England roared out once more, flashed past the starting buoy, and before the Parolo had completed the third lap, passed her again. The boats were both speeding away on the fourth and last lap of the race, when suddenly an agonised "Oh!" went up from the crowd of spectators.

Distant Speck.
A motor-yacht skipper, seeing the Miss England a tiny white speck in the distance, had thought there was plenty of time for her to get across the course. Sir Henry saw her just in time, swerved dangerously, and missed her by the narrowest of margins. Not more than five yards separated the boats from collision and their occupants from certain death. Sir Henry passed the winning post a quarter of a lap ahead of his rival, having taken ten minutes less than the German boat.

Sir Henry won all five of his heats, and thus won the German championship trophy.

Mr. Bomford, the other English competitor, in his outboard motor-boat, Sea Hopper, constructed at a cost of £100, won five races in the outboard class, but lost the others to the German boat Hal. He is, however, sure of securing the outboard trophy on account of the aggregate number of points accumulated by him in his previous victories.

LIVENING DAWDLERS.

Canada Bans "Slow-coach."

The modern road hog is not the driver who speeds, but the man who dawdles and holds up traffic. He is the cause of many accidents, and the traffic authorities of Quebec (Canada) are making a special effort to liven him up. While they still curb excessive speed or reckless driving, the driver whose idling may be constructed as interference is in line for trouble.

WHEN DUSK COMES.

The Effect of
Atmosphere.

INTERESTING FACTS.

When dusk comes and the sun's hot rays no longer scorch our backs, we get into our cars and seem to feel the motor pulling more easily, running smoother and quieter and generally showing more pep than it did during the day.

On a day when the fog is heavy, or a steady rain comes down, we seem to feel the same rise of even, noiseless action on the part of the motor. And we attribute this to the weather. It is an obvious and sane conclusion.

But we are being deceived. The rainy weather is not so good to our cars as we might believe. Tests by engineers have proved it.

What happens is this:

When fog or moist atmosphere surrounds the motor, there is really a decrease of about seven per cent in power rather than a rise in pep, as we have been led to believe. This is because the water vapor of the atmosphere, entering with the air through the carburetor, mixes with the gasoline and so dilutes it enough to weaken its effect. More gasoline, therefore, has to be fed into the engine to maintain the efficiency it had in dry weather.

On the other hand, the diluted gasoline tends to slow up the rate of combustion in the cylinders and this prevents knocking, or pre-ignition. Since there is no detonation, due to this retarded combustion, the engine in moist weather seems to be running quieter, and smoother and therefore better.

But the power output is actually less under such conditions. In dry weather the motor really furnishes more power because the fuel mixture is less diluted. What makes us uneasy then is the greater liability of pre-ignition or knocking, due to the higher rate of combustion.

A psychological note can be seen in the statement by observers that the reason a car seems to run better at twilight or right after nightfall is the fact that speed seems to be increased when visibility is cut down.

Added to this feeling is that produced by the change in the atmosphere when the sun sets—the feeling of greater speed and ease in driving due to increased moisture in the fuel and resultant retarded combustion.

The same feeling comes on a real hot morning following a night of rain. Then the air is laden with moisture, until the sun has had time to dry it up, and the motor seems to be purring along in fine shape. Deceived by this feeling of smoothness in our early morning's drive, we have failed to notice that we have had to put our foot down deeper on the accelerator to attain the same rate of speed as on dry mornings.

The actual benefit arising from humid weather, especially in hot summer, comes to the cooling system. Under such conditions there is less likelihood of a steam-lag radiator, even when the temperature is high.

LIVELY VOLTS.

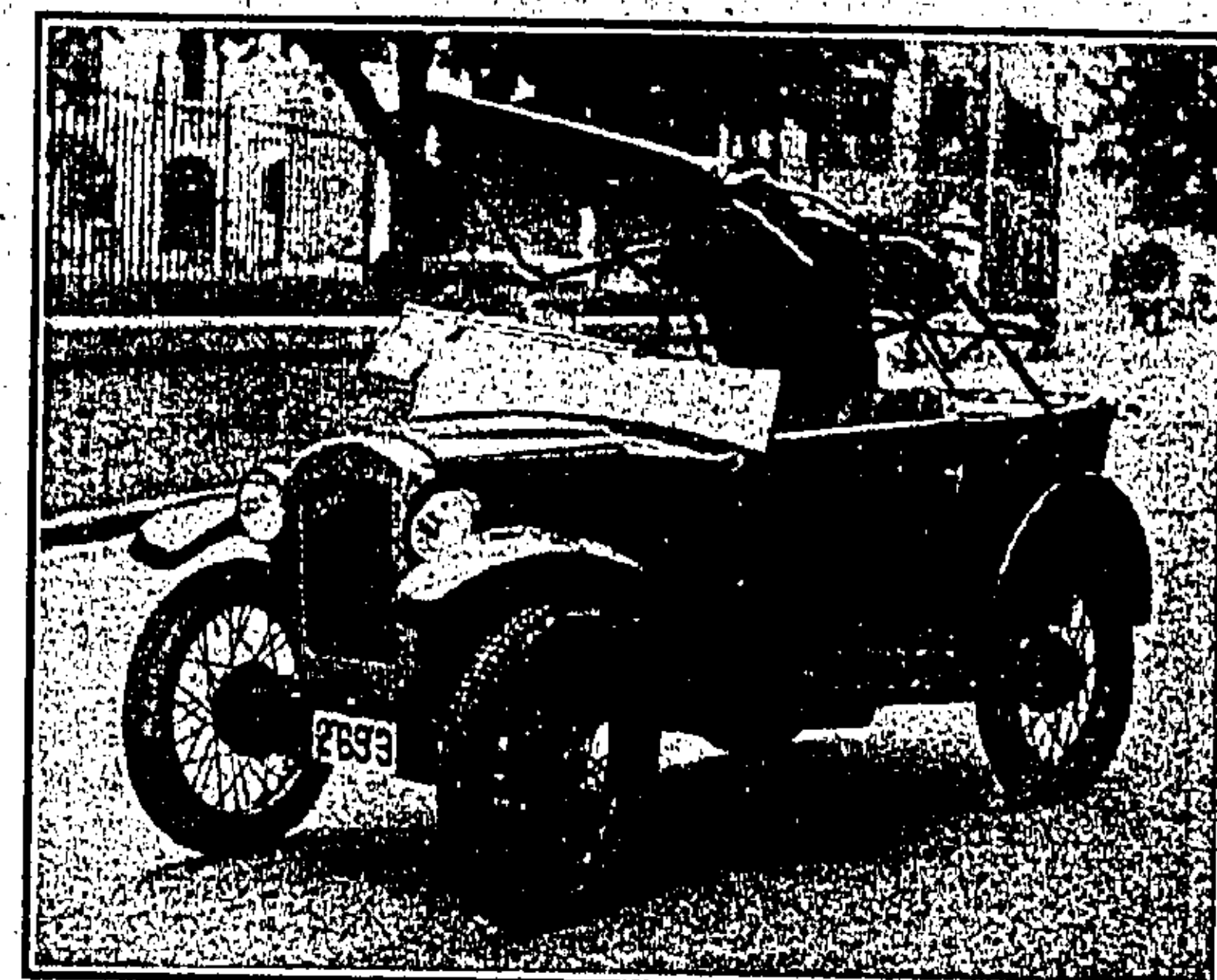
Battery That Recovers.

IRISHMAN'S CLAIM.

A battery that can be charged and discharged in a few minutes is the invention claimed by a Dublin man, James Dunn.

It is undergoing severe tests under the observance of the Free State Government which has promised to finance the inventor to the amount of £500. If successful, the battery will be used in the electrification of the Free State railways. The Free State Government holds 51 per cent. of the shares in a company which has been formed to promote the invention.

AN EXTRAORDINARY ESCAPE.



The above is a photograph of the Austin "Seven" taken shortly after the accident of last week below Gough Hill Police Station, and illustrates the driver's extraordinary escape from very serious or even fatal injuries.

The car fell a distance of more than 60 feet somersaulting over stones, loose earth and bushes and finally coming to rest on a concrete path upside down in the condition shown.

Extraordinary to relate when mechanics had righted the car and filled the radiator, the engine, transmission, and wheels were found to

be in perfectly good order and the car was driven to the Central district under its own power. The only damage sustained was to body, mudguards and windscreen as the photograph shows. It is interesting to note that the "Triplex" glass windscreen remained intact in the frame and that the hood sticks protected the interior of the body from damage.

Considering the leap taken by the car and the tremendous impact with which it must have come to earth it proves the sturdy construction and the quality of materials used in the manufacture of these so-called "Baby Cars."

TRAFFIC ADVICE.

When you are surprised by a driver cutting directly out from the curb in front of you and making a left turn, don't try to swerve past on his left. The best way to avoid a serious accident, according to the Automobile Club of Southern California, is to swing into the opening between the curb and the rear of his car.

HEAVY BURDEN.

Motor vehicle taxes in 1928 drew a revenue of nearly \$808,000,000. Of this amount the Federal excise tax (repealed on May 29, 1928) accounted for more than \$20,300,000. State registration fees and gasoline tax supplied more than \$627,500,000; municipal tax, \$20,000,000; and personal property tax \$140,000,000.

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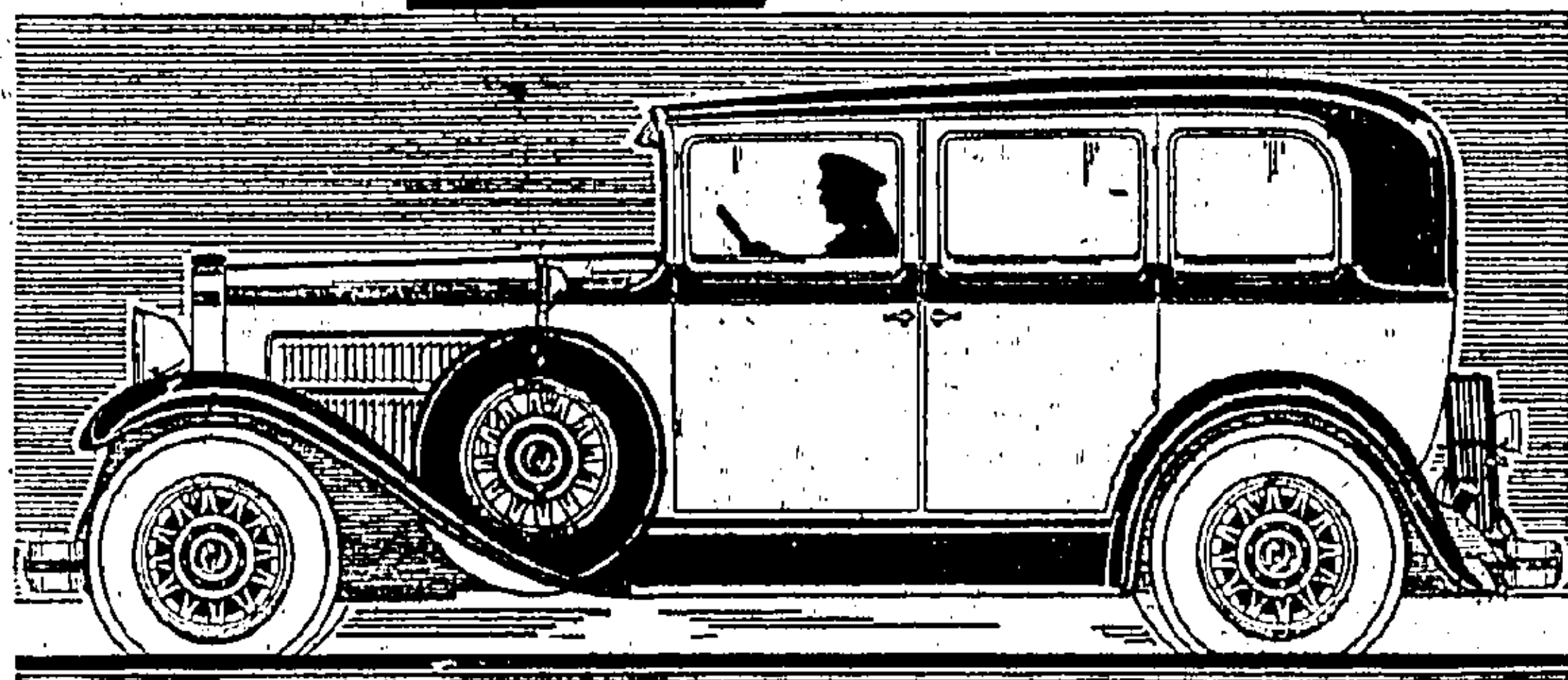
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THE appeal of the Nash "400" is to those with an intuitive regard for that which is manifestly smart and correct... Here is refinement without affectation; long, low-slung classic lines devoid of unnecessary ornament; colour to delight the most critical; upholstery that is luxury!

With beauty, Nash engineers have combined mechanical features usually associated with cars that cost much more. Twin ignition engines add power, save fuel, give greater, smoother performance. Centralized chassis lubrication oils 21 vital chassis points at one touch. Outboard mounted hydraulic shock absorbers level and cushion every road. A new steering mechanism affords the world's easiest driving control.

There are no "extras" to buy, other than a spare tyre. Everything from bumpers to tyre locks is included in the moderate price.

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NASH 400

Leads the World in Motor Car Value

WHERE AGES MEET.



A modern bridge with an ancient background. The picture is of the suspension bridge near Conway Castle, Wales.

COMFORT FOR H.M.

Six-wheeled Shooting Car.

A special feature of the King's new shooting car is its six-wheeled chassis. The two rear wheels on each side can be coupled with a caterpillar drive, capable of easy adjustment, and the car thus equipped can travel over the roughest country and up the steepest hills, no matter what the weather conditions.

Its engine is of 21 horse-power. It has a special type of springs, to eliminate the unpleasant effects of bumping over rough moorland, and the comfort of the Royal passenger has been given careful consideration.

ALIBIS DISPROVED.

Old Tales Won't Wash.

SURVEY FINDS CAUSES.

The usual alibis pleaded by drivers involved in crashes have been disproved by an investigation, made by the State Division of Motor Vehicles in California (U.S.A.).

Out of 1827 accidents which occurred during a single month, the division discovered that 1151 took place on good dry roads, 1238 in clear weather, and 998 in daylight. Only 114 vehicles out of 2773 involved in these accidents were reported as faulty, and only 29 were shown to have defective brakes.

These figures will probably have the effect of making Californians think up some other excuse than the old ones of "bad roads," "fog," "poor light," and "defective brakes."

AIRPLANE TYRES.

Built to Withstand Speed.

Much of the experience that has gone into the modern automobile tyre is being used to advantage in the manufacture of airplane tyres, the demand for which is rapidly increasing as governments in many countries subsidize commercial air transportation.

The method of production is the same for both types of tyres; however, the airplane tyres must be manufactured strictly in accordance with government regulations. All airplane tyres are yet being core-built but as soon as production warrants will be changed to the flat built process.

In an airplane, weight is a serious item. Considering this fact, the weight of the tread stock used for airplane tyres is not nearly so heavy as in automobile tyres, nor is it necessary for ground contact. Nevertheless, for a safe take-off and landing the airplane tyre must be built exceptionally strong to carry the load of the plane and withstand its speed.

It is generally held to be no exaggeration that in an airplane the tyres are second in importance to the motor.

Puncture proof tubes will shortly be included in the airplane line-up and thereby the grave danger connected with the failure of the airplane tyre equipment will be minimized to a still greater extent.

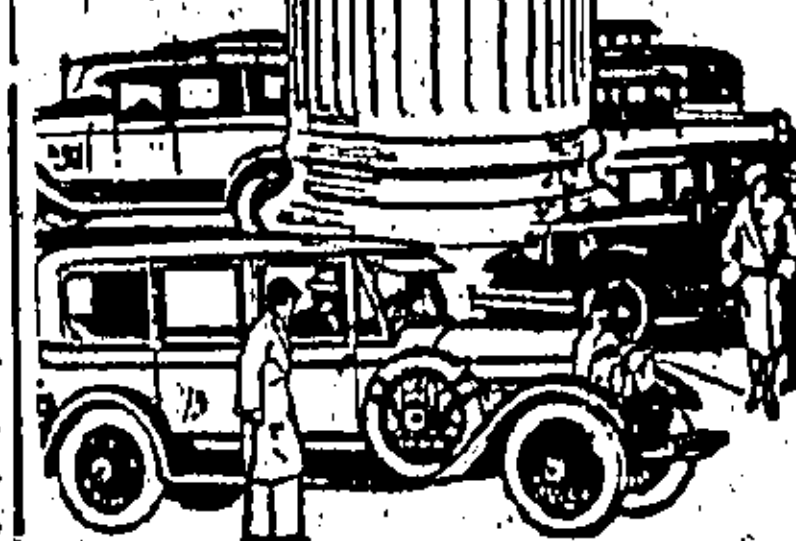
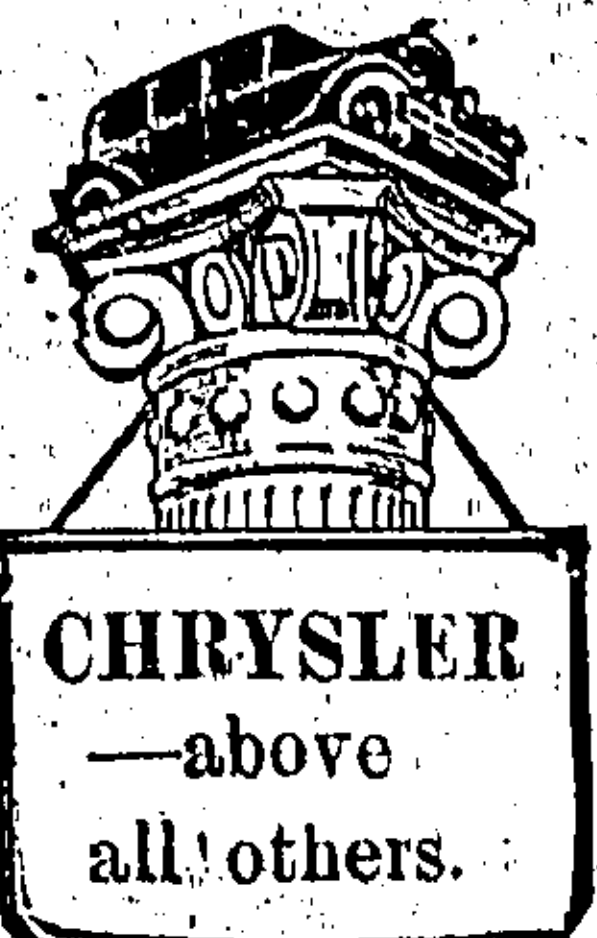
Similar to an automobile tyre, blow-outs in airplane tyres can be caused by overload, improper inflation or landing conditions.

The Goodyear Tyre and Rubber Company of Akron, Ohio, U.S.A. started making airplane tyres in 1910. At present two principal types, the Beaded Edge and the Straight Side airplane tyre are manufactured in 16 sizes. The latter is made in either smooth or in All-Weather Tread.

This array includes the sizes for airplane tail wheels of swivel action for use in place of the tail skid and where front wheels are equipped with brakes. The tail wheel tends to increase the ease of handling the plane and reduces the cost for the maintenance of the landing field.

WHERE'LL WE PUT 'EM?

A few years hence 50,000,000 motor cars will be travelling the roads of the United States in contrast to the 25,000,000 now in use, according to the Albert R. Erskine Bureau of Street Traffic Research of Harvard University.



SOLE AGENTS

The Republic Motor Co. of China.

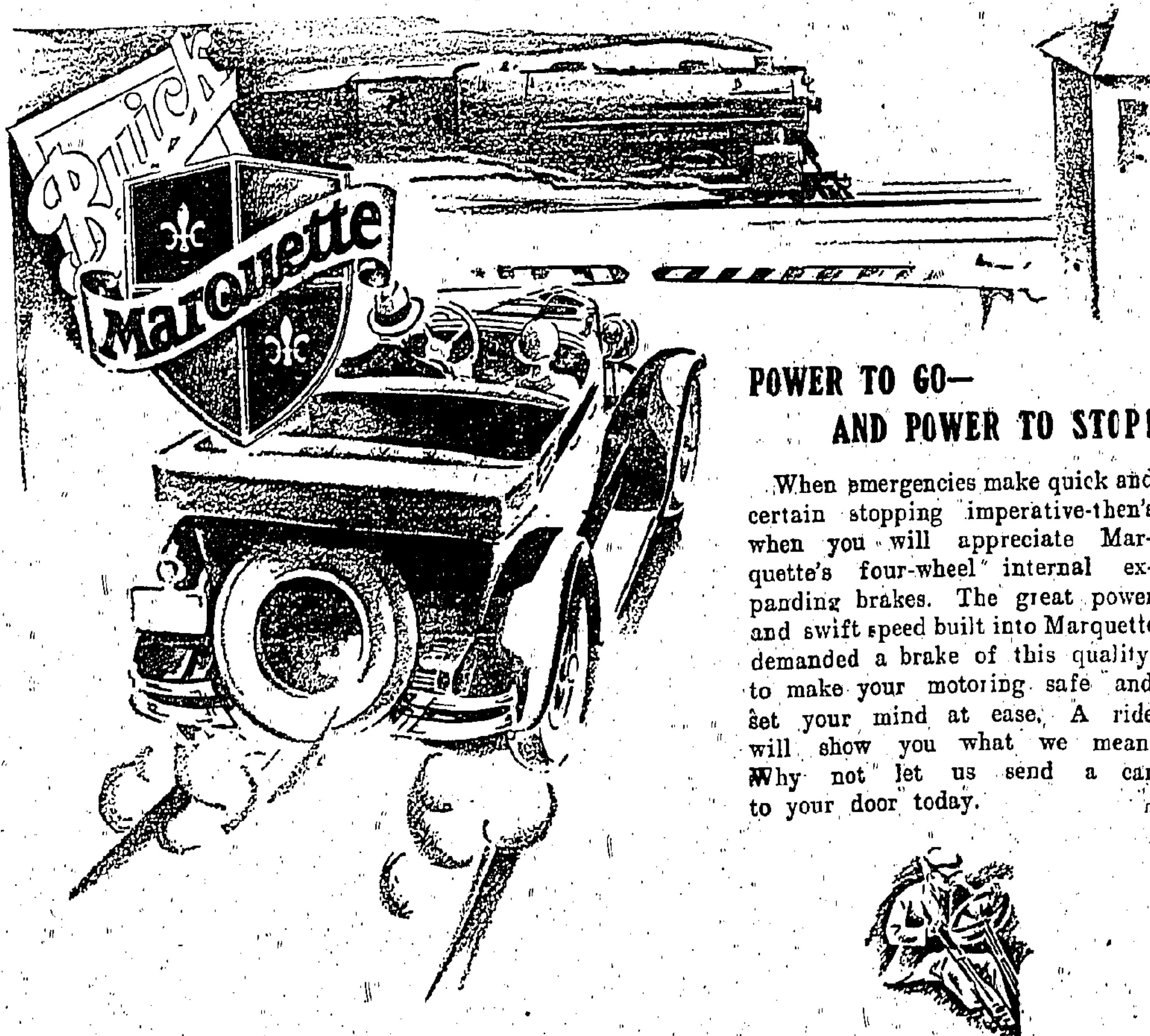
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Drive a Trusty

"TRIUMPH"

the Motor that never fails you



POWER TO GO—
AND POWER TO STOP!

When emergencies make quick and certain stopping imperative—then's when you will appreciate Marquette's four-wheel internal expanding brakes. The great power and swift speed built into Marquette demanded a brake of this quality to make your motoring safe and set your mind at ease. A ride will show you what we mean. Why not let us send a car to your door today.

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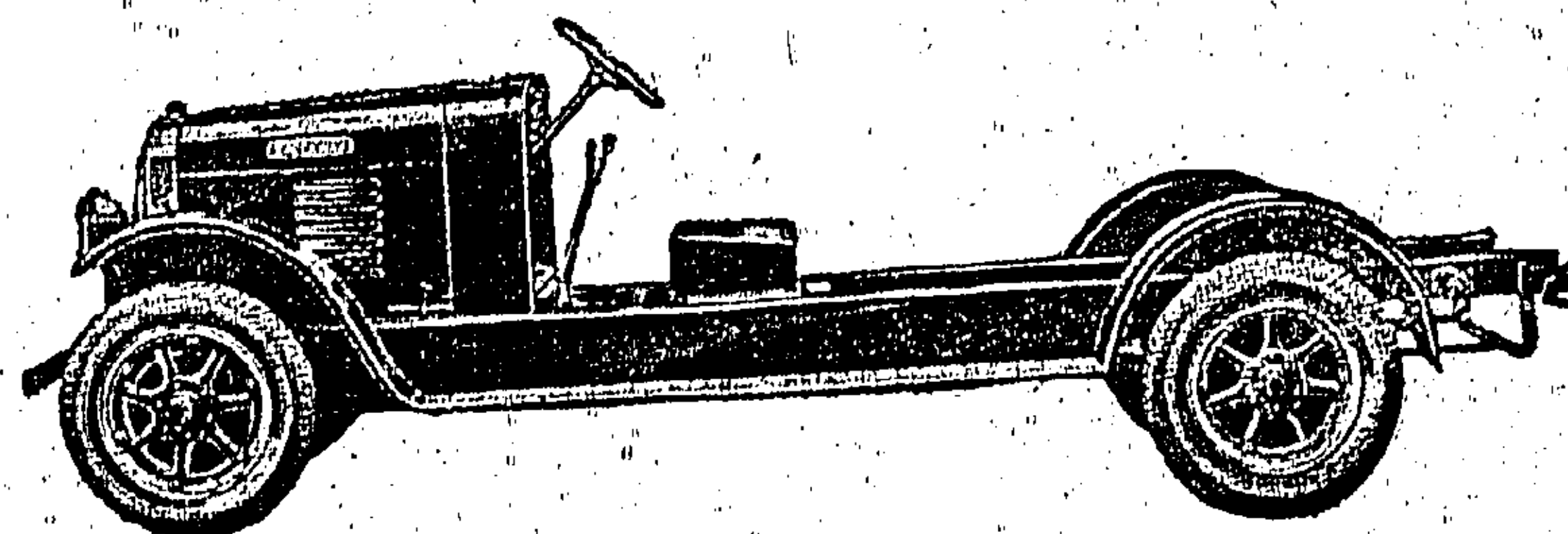
THE DRAGON MOTOR CAR CO., LTD.

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UNMATCHED IN APPEARANCE
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BROCKWAY TRUCKS



THE BEST LIGHT TRUCK TRANSPORTATION
OBTAINABLE.

We shall be pleased to convince you
of the excellence of these vehicles.

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MECHANICS,
UNDER EXPERT
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SUPERVISION—
**CAN PUT
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LANE, CRAWFORD, Ltd. WANCHAI.

Hongkong Telegraph.

Pictorial Supplement

September, 21st 1929.

SEND YOUR FRIENDS AT HOME

CHINA TEA

For Christmas

SEE PAGE 4 FOR OUR
SPECIAL OFFERS

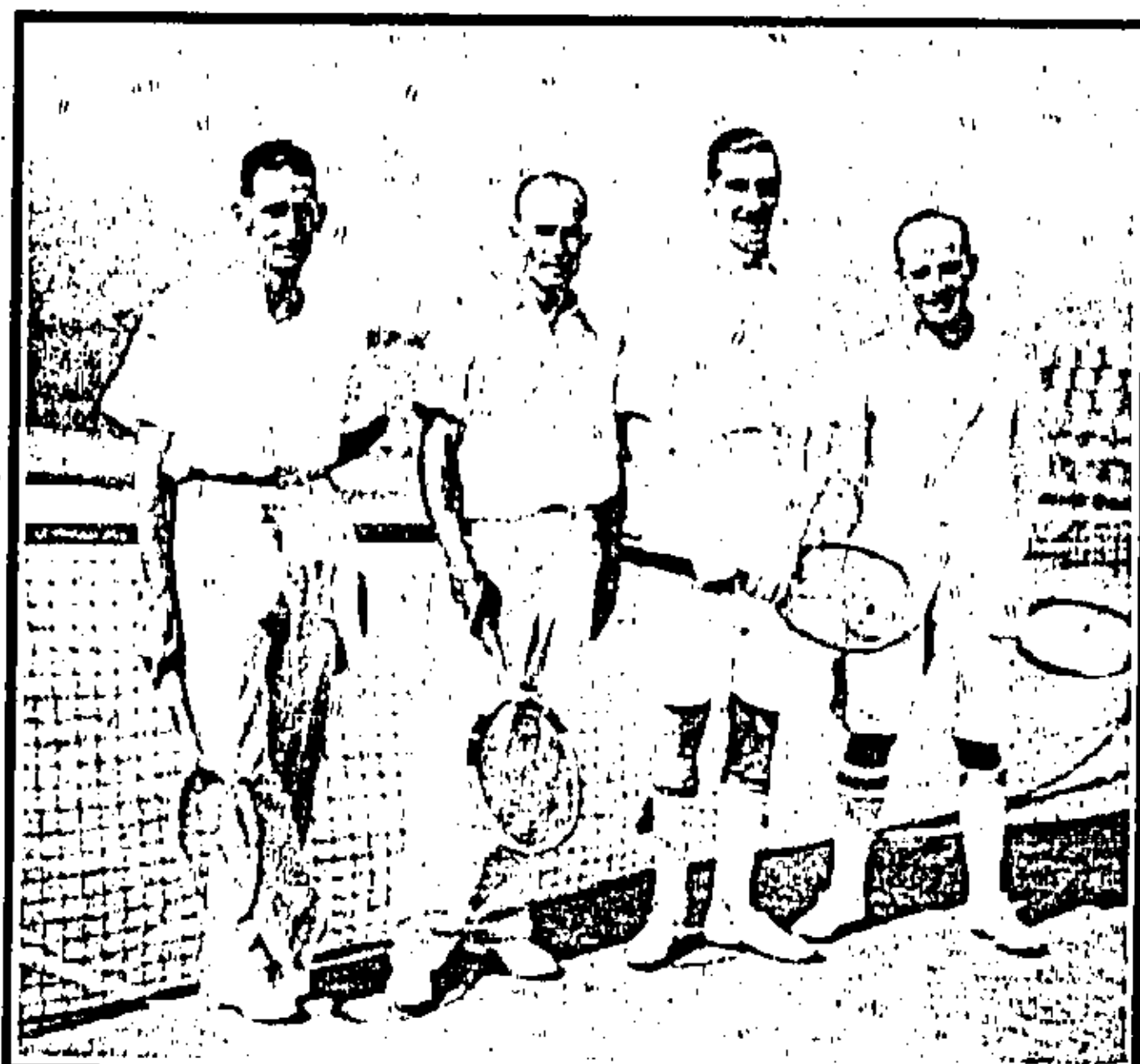
THE CHINA TEA Co.
David House, Hongkong.



The Headquarter Company of the 2nd, Battn. the King's Own Scottish Borderers, winners of the annual inter-company Highland Dancing Competition. (Photo: Mee Cheung).



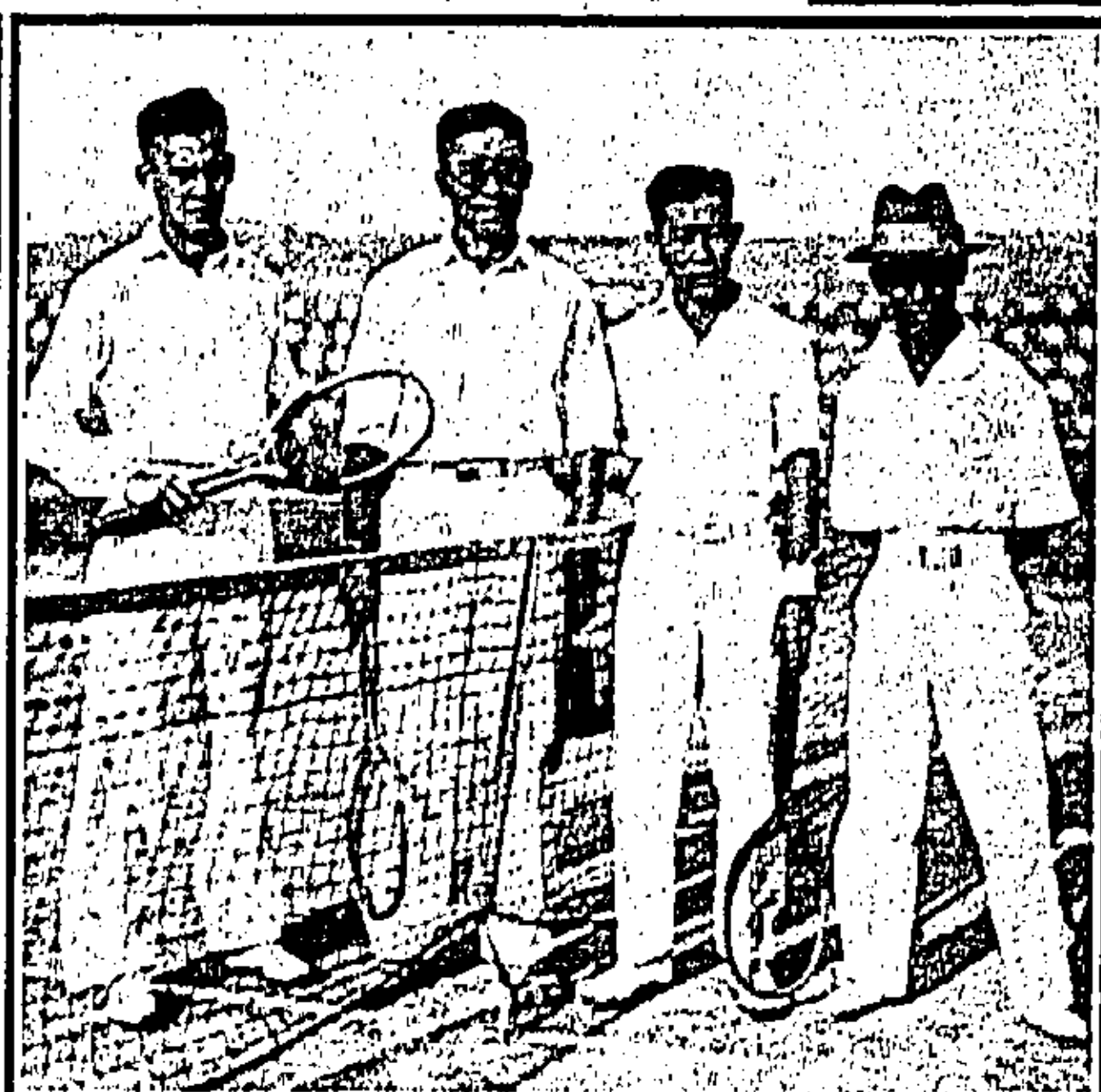
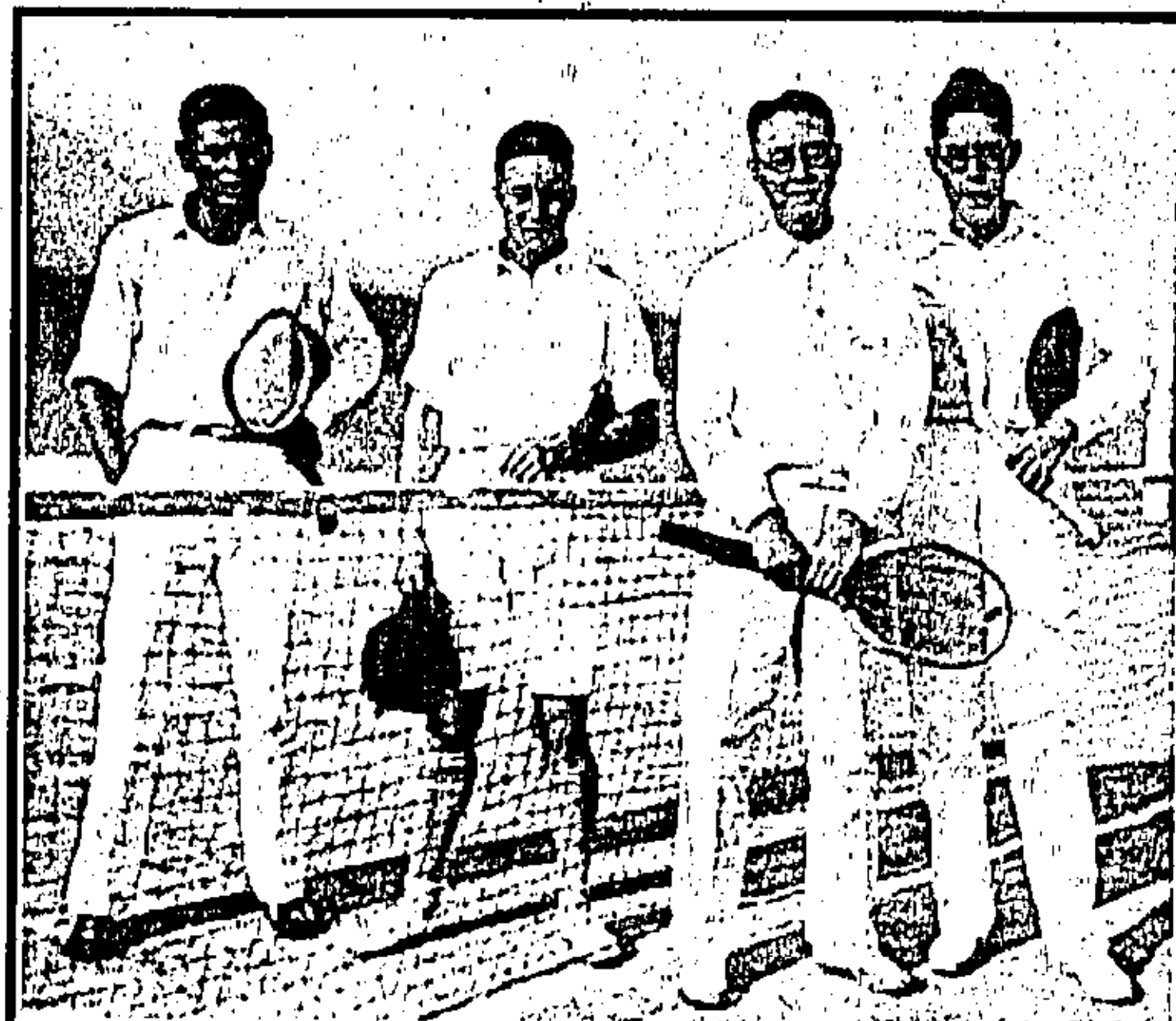
The Chinese played the Services on Saturday in a football match in aid of the Tung Wah Eastern Hospital, winning by 7 goals to 2. Above pictures show the teams, and His Excellency the Governor kicking off and shaking hands with the players. (Photos: Mee Cheung).



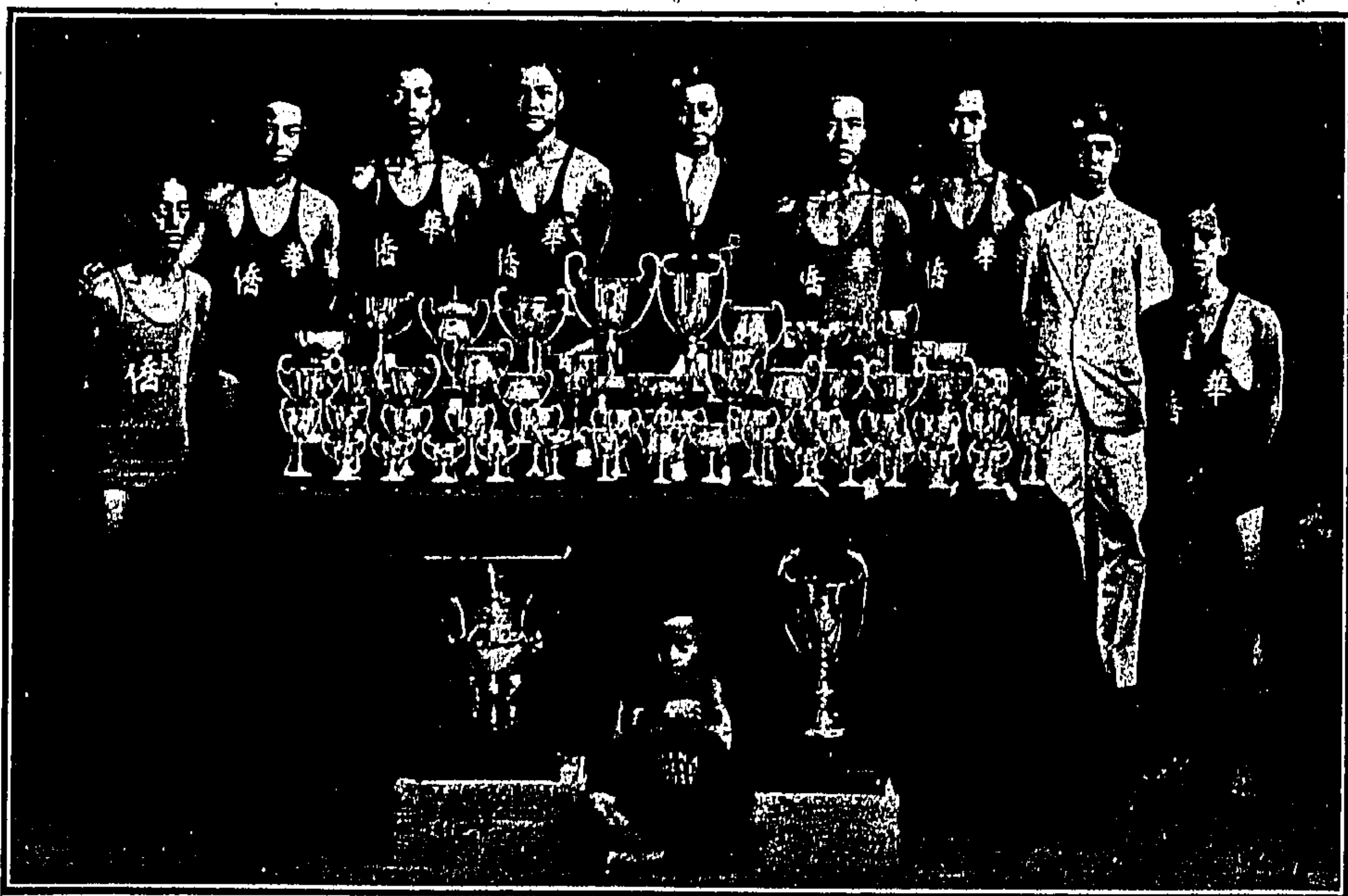
Participants in the C.A.A. tennis tournament. Left, the Lo brothers and Messrs. Hardy and Richardson; right, M. W. Lo and W. Bray. (Photos: Mee Cheung).



Taken at the home of Mr. Simon Tse Yan, on the arrival in Hongkong of Mr. En Sai Tai, new Chinese Minister to Brazil, on his way to take up his post. Mrs. En Sai Tai is a daughter of the late Dr. Sun Yat-sen. Left to right:—Mr. Lai Cheung-tong, Mr. Chan Fei-cheung, junr., Mr. Chan, senr., Miss Lucy Tse, Mrs. En Sai Tai, Miss Kitty Tse, Mr. Simon Tse Yan, Mr. En Sai Tai, Mr. Ko Kaw Tsin and Mr. J. M. Alves, Brazilian Consul. (Photo: Ming Yuen).



More players who met in the C.A.A. tournament. Left, A. V. Gosano and F. J. Remedios with Lu Tak-cheuk and Chiu Tsun-chi; right, the Straits pair, Lim Bong-so and John Lim, with K. L. Ho and Yew Man-kit. (Photos: Mee Cheung).



Above are members of the Overseas Chinese sports team with trophies won in the recent big athletic meeting in Hongkong. Two of the participants, Wong Siong and Tan Cheun-hin, were absent when the group was taken. (Photo: Mee Cheung).



A pretty wedding took place at the Roman Catholic Cathedral on Sunday, when Miss Ellaline Osmund was married to Mr. M. A. de Carvalho. The above group was taken after the ceremony.



**DON'T
THROW
AWAY THAT
SUIT**

Many in worse condition have been restored to shape that gave them a new lease on life through our dry cleaning process! Not the old "dip and rub" method. Renovations made our way mean longer life for YOUR clothes.

**THE INTERNATIONAL
DRY-CLEANING AND
DYEING CO.**

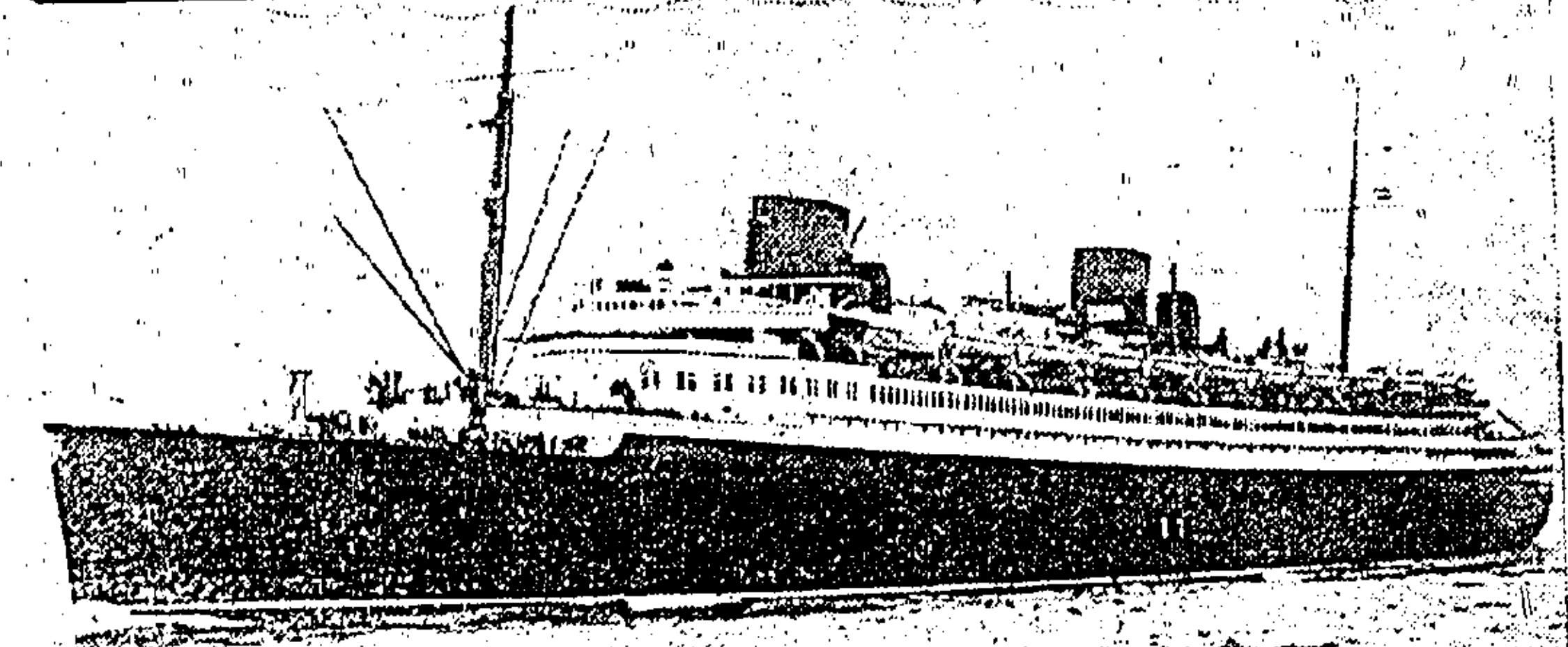
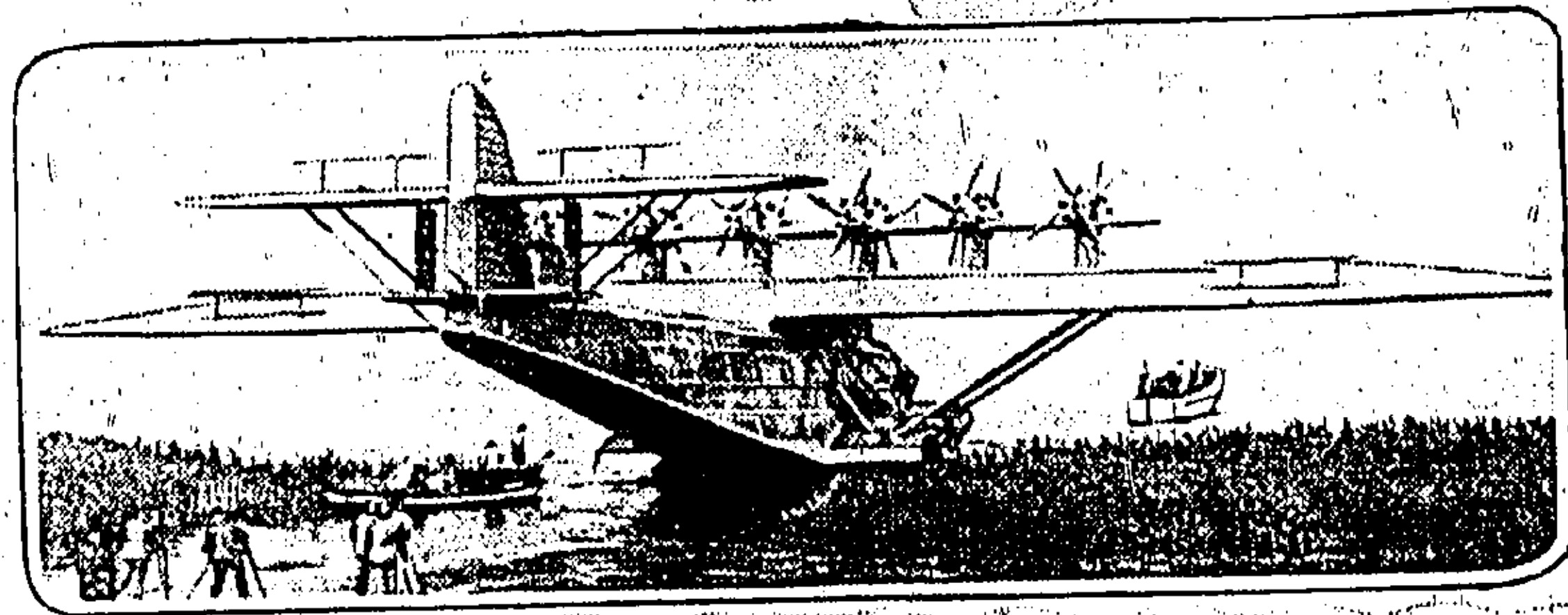
19, Wyndham Street
143, Wong Nei Cheong Rd.
73, Caine Road
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88, Tai Sap Po, Canton Branch.



Fresh stocks of the following constantly arriving:—
**FRESH HERRINGS
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KIPPERS
FILETS
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**THE DAIRY FARM, ICE &
COLD STORAGE CO., LTD.**

GERMAN TECHNICAL TRIUMPHS. BID FOR LEAD IN TRANSPORTATION.



Germany is now bidding for the lead in world transportation in the air and on the sea. Shown above are three products of German technical genius—the Graf Zeppelin, largest dirigible in the world; the 109-passenger Dornier seaplane, largest aeroplane in the world, and the s.s. Bremen, the fastest ship on the high seas.

WAR ON THE TOTE.

MYSTERY OF THE GENEROUS ODDS.

Lord Hamilton of Dalzell, speaking at Glasgow at a luncheon under the auspices of the Racecourse Betting Control Board, dealt with the tote, which, he said, had met with a reception that was highly gratifying.

He spoke in his dual capacity as a member of the Board and of the Jockey Club.

There could be no doubt that the totalisator had taken on with the casual punter. The opportunity, given by it and not hitherto provided by the bookmakers, of betting "for places only" seemed very popular—as well it might be with a placed horse returning over 200 to 1.

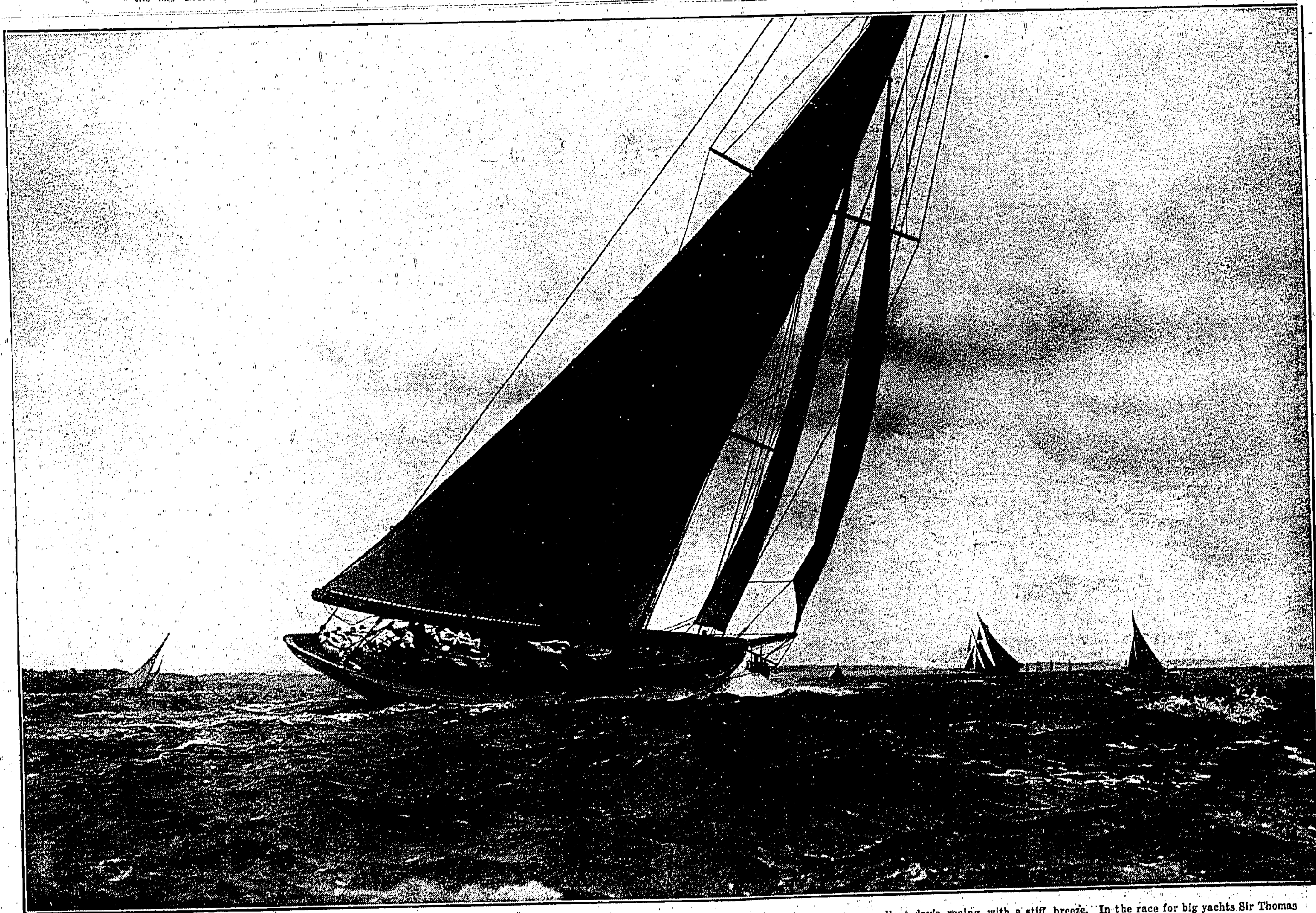
"And, besides, our own patrons," Lord Hamilton continued, "it is clear that the competition of the tote has had an indirect effect in the alternative betting market."

"I have been racing ever since I arrived at so-called years of discretion, and I cannot remember outsiders winning at such generous odds as were laid last week at Newmarket—33 to 1 in a selling race with seven runners, and 100 to 1 in a field of five. It has been suggested that these generous odds were laid as an act of war against the totalisator. I do not know how that may be, but if it is a war, I can assure you that it is a war that is waged on one side only."

So far as the Racecourse Betting Control Board was concerned, there was no desire to injure the bookmaker, and the suggestion that the increase of admission charges to the rings was due to the "machinations" of the board was absolutely without foundation.



Dorothy Mackall, First National star, has attained tremendous popularity following the great success of two of her recent pictures, in which she gave remarkable performances. These were "The Barker" and "His Captive Woman," both with Milton Sills. Miss Mackall was featured in a number of pictures with Jack Mulhall, but will henceforth be starred in big productions for First National.



Big Yachts in the Solent.—Though the weather was dull for the Royal Southampton Club Regatta, the preliminary to Cowes Week, there was an excellent day's racing, with a stiff breeze. In the race for big yachts Sir Thomas Lipton's Shamrock retired owing to a mishap, and Mr. F. T. B. Davis's schooner Westward won easily from Mr. A. A. Paton's Lulworth. Our picture shows Lulworth on the beat back from Calshot Spit to West Bramble, with Westward ahead rounding the buoy. (Times copyright).

Fashion Cuts Some New Curves

*Straight Lines
Are Conspicuous
By Their
Absence*



II
Flowing Lines
Are the Soul
Of This Wrap
With Voluminous
Skirt and Sleeves
In Black Velvet.



III
This Multifore Afternoon Dress
Bids Adieu to the Sleevelessness.
But Not to Bizarre Coloring!
Mousseline Is Its Material.
Its Hues, Red, Black, Green.



IV
This Parisian Street Costume
Combines a Black Fur-Trimmed Coat
With a Simple Frock of Silk Crepe,
Diagonally Striped White and Black.



I
Subdued Sunset Hues
On Cloud-Like Mousseline
Add Softening Touches
To This Lelong Coat,
On Which Curves Feature
The Chic Waistline.



VI
The Most Heavenly Shades of Old Blue and Gold
Were Used by Couturier Jean Patou to Create
This Evening Coat of Scintillating Beauty.
The Scarf Detail Takes the Place of Fur.

AS you motor along the country roads, you are frequently urged to stop, look, and listen to avoid accidents. Every woman traveling the broad highway of fashion should be urged to do the same. For things are happening. Express trains are coming along so fast and so ruthlessly that no woman is safe who is not alert and keeping her foot on the brake.

Styles are changing rapidly. The dress you buy today may be absolutely passe within the next few months unless you keep your eye on the road. Many women are asleep at the wheel. There have been no violent and radical changes in fashion in the past few years, and those that have come, such as irregular hemlines and long back and sides, have come so gradually that women actually have forgotten the reputation Fashion has for being fickle. But be ready. Fashion is just full of tricks this year.

This trend is particularly noticeable in coats. The little straight model that wraps about the hips is conspicuous by its absence at the fall openings in Paris. In its place are flared models that fit in closely at the waistline, with wide, romantic looking sleeves and a cut that would make a jig-saw puzzlist weep with envy.

IF the coat is allowed to be straight, it is so intricately cut, has such unusual neck or hem treatment and such a completely different feeling than that to which we have been accustomed that it bears not even a family resemblance to the flapperish model we have been wearing.

In fact you can hunt all over for the straight line and not find it. Dresses have circular lines, molded hiplines, and often high or at least normal waistlines.

One of the most noticeable changes is the element of mystery that has suddenly appeared in gowns for afternoon and evening. No longer are they artless and simple. Sleeves have suddenly become ambitious and sophisticated, and baffling in cut. A collar does more than simply surround the neck—it has mysterious scarf effects that melt away to nothing and go only part way around the throat, completely baffling you as to where the beginning is. Skirts are different lengths, gowns contrive double waistlines, molded hips and bolero jackets all at the same moment. It's all too confusing.

But you do notice that the waistlines are definitely higher, skirts are shorter and the freedom of the knees seems to be denied entirely.

The Paris importations shown today tell the story of the changing modes in their own inimitable way. Read them and weep for joy. Because there is something new under the sun, and it's coming into every woman's life.

I. THIS Lelong evening gown is of mousseline, in colors that suggest the late sunset. The ground is a tender gray with flowers in blurred pink and rose. A very unusual effect is achieved at the waistline, where the bolero and the hip yoke follow the same slanting line and the tailored belt follows the natural waistline. The long, narrow panel that touches the floor and the almost negligible shoulder straps are important new touches.

II. HERE is a black velvet evening model, with a double-tiered hem and sleeves that recall the middle ages. It is as glamorous a wrap as any woman—particularly a blond—need own. It may be worn with or without a shoulder corsage, but a few orchids never ruined any coat, and they add to the charm of this one.

III. THIS Lelong afternoon model is in mousseline—that very sheer looking fabric that wears like cast iron. It is printed in red, black and green, in a bold, bizarre design. Gaze upon those sleeves and turn your back forever upon the sleeveless mode.

IV. A typically Parisian street costume is this Lelong creation. Its black cloth coat, with the ample collar and cuffs of lynx, is united in ensemble to a crepe frock of black and white striped and shaded silk. The frock looks simple enough, but the cut is masterful, and the addition of the godets and the molded waistline is a problem in fashion geometry.

V. OF the three Lelong coats illustrated here there is much to be said for each, but for originality the prize goes to this model of black marocain with wing sleeves and scarf collar. It is quite the most slinky and exotic wrap that has been seen this season. And harmonious indeed is the black felt hat with the wide points at the side and the flat bow applied on the crown. If you think the vamp is dead—think again.

VI. FROM Jean Patou comes this handsome evening coat of lame in the most heavenly shade of old blue and gold. It is banded at the hem and the cuffs with blue fox. The complete absence of any fur at the neckline and the substitution of the wide scarf is quite in line with the best French customs. You will notice that this coat is shorter in front than in the back, and is worn over a frock of the same fabric.

V
Wing Sleeves and Scarf Collar
Make This Lelong Coat a Dream
Of Exotic Femininity.
It Is Fashioned Entirely of Black
Marocain for Afternoon Wear.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

September 21st, 1929.

FOR ADVERTISING RATES
IN THIS SUPPLEMENT.

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THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.

TELEPHONE CENTRAL NUMBER ONE.

SEASONABLE SUITINGS.

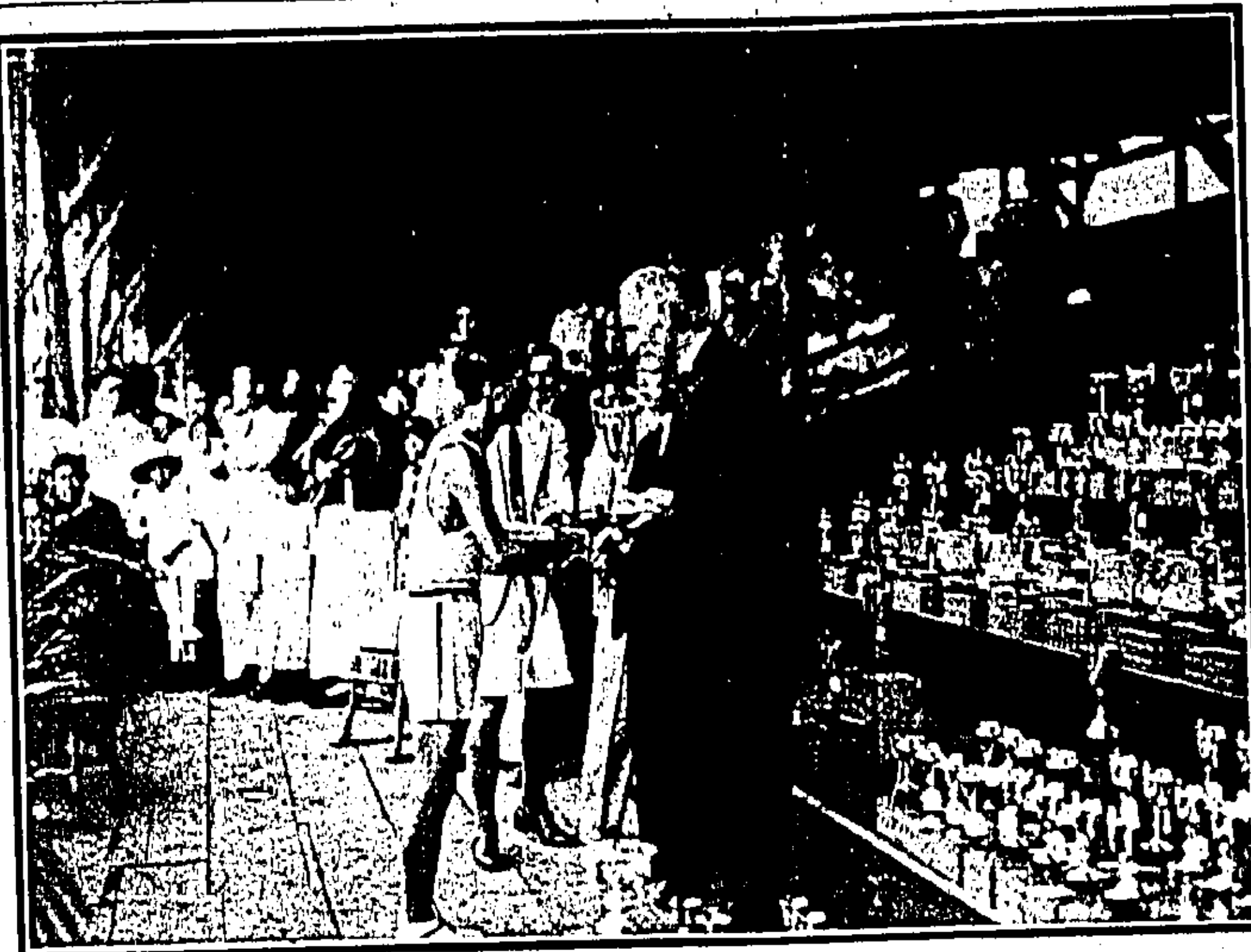


Fine Cashmeres, worsteds and light-weight wool flannels suitable for October wear are now on show.

There is a large range of neat designs in greys, fawns, drabs and fancy mixtures, the beauty and fine quality of which must be seen to be fully appreciated.

May we have the pleasure?

**MACKINTOSH
AND CO., LIMITED.**



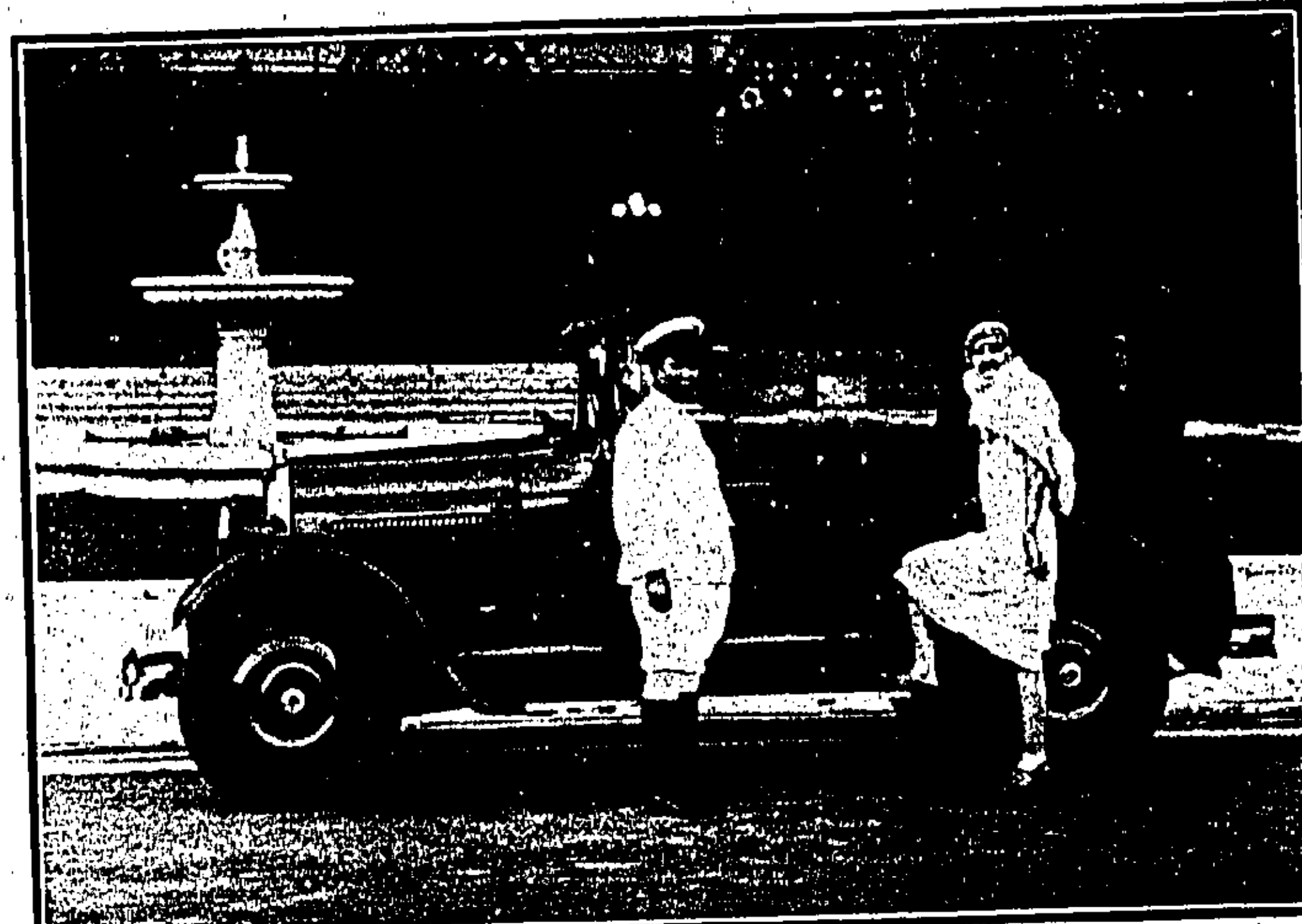
H.E. the Governor (Sir Cecil Clementi) is here seen distributing prizes at conclusion of the Chinese Athletic Association's big sports meeting at North Point on Sunday. (Photo: Mee Cheung).



One of the Hongkong Baseball Club's men at bat in the match in which they were beaten by the Japanese by 20 to 1. (Photo: Mee Cheung).



Some members of the China Athletic Association who took part in the recent big athletic meet at North Point. (Photo: Mee Cheung).



Mrs. Joseph Gould, wife of the well-known broker, entering her Studebaker car at the Peninsula Hotel.



Tell Us YOUR
EYE Troubles!

Our advice does not necessarily mean "spectacles." It may mean a visit to your doctor or dentist. "Good glasses if you need them—good advice if you don't."

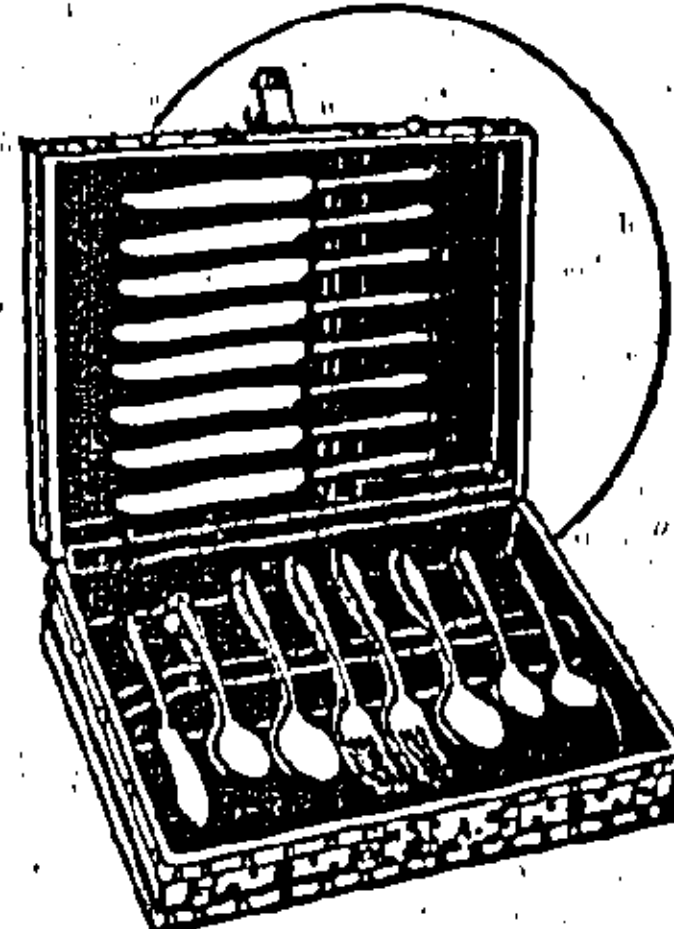
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Hongkong's Only European Optician—Established 40 years.

Manager:—Ralph A. Cooper
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Useful Gifts

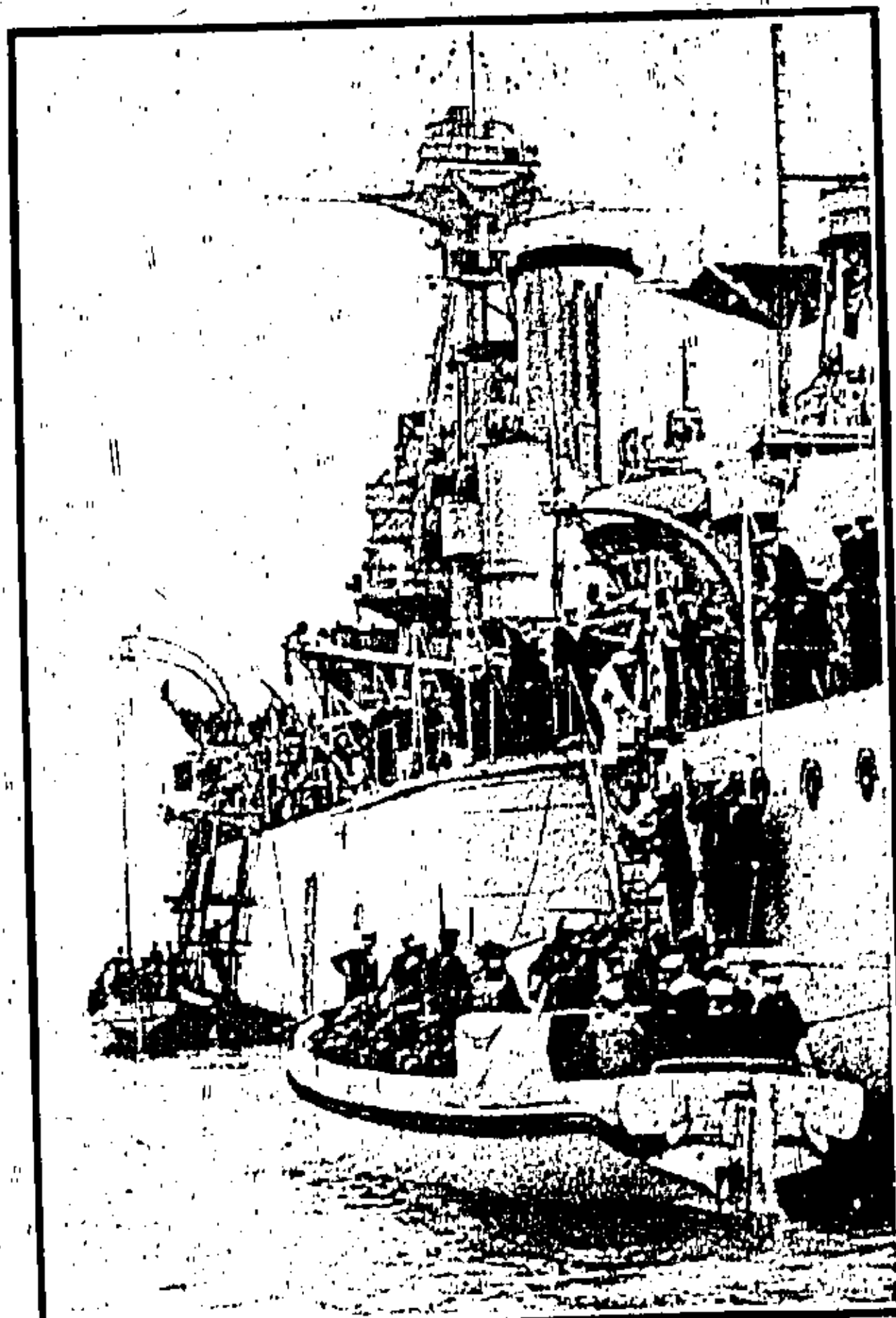
ULLMANN'S ESTABLISHMENT IS JUSTLY FAMED FOR ITS ATTRACTIVE SELECTION OF USEFUL GIFTS—



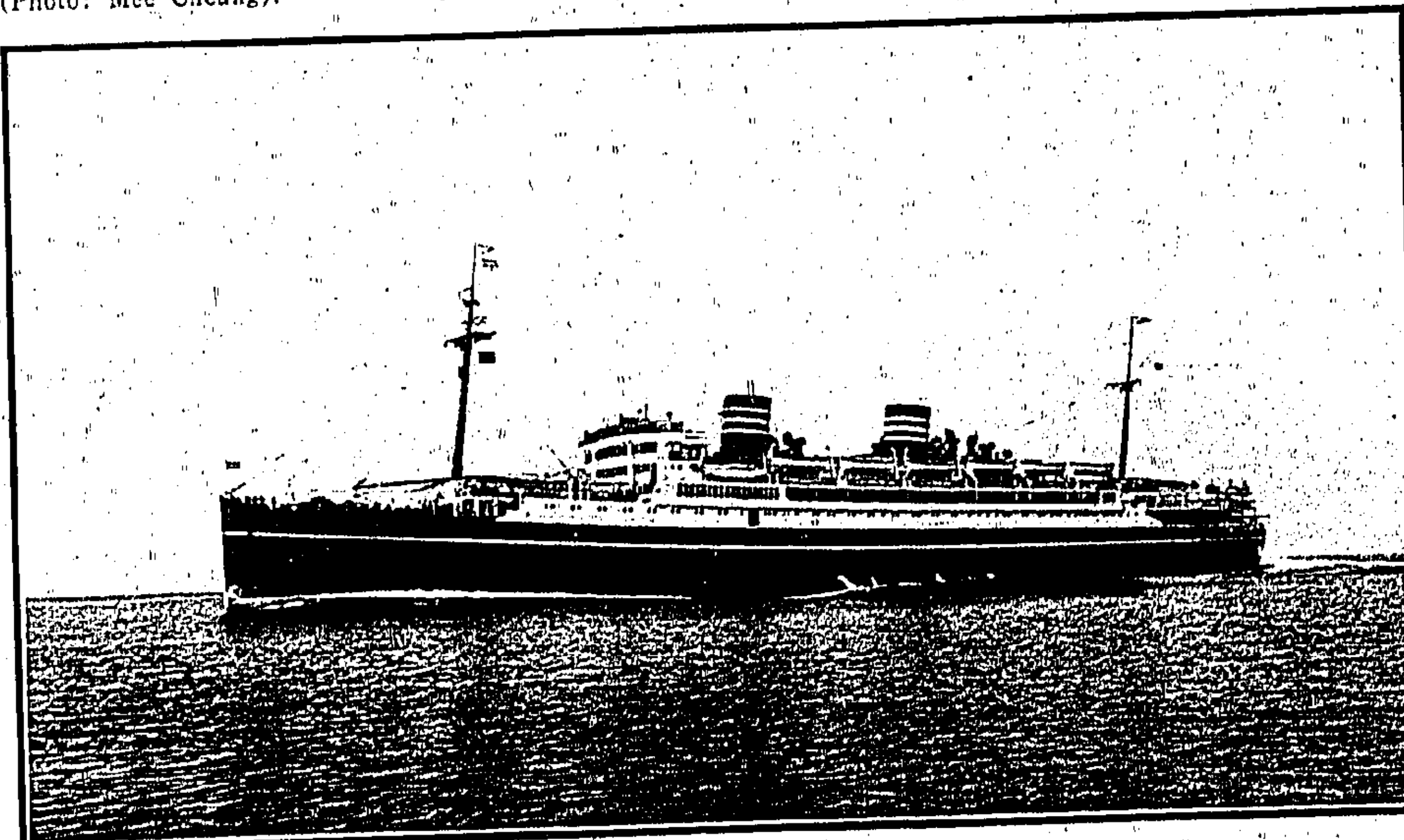
—SUITABLE FOR
ALL OCCASIONS

You are cordially invited to inspect.

J. ULLMANN & Co.
CHATER ROAD.



"Greyland" troops boarding H.M.S. Iron Duke in readiness for the mimic invasion of Sussex. They were met by "Dowland" defending forces. (Photo: Central News).



The m.v. "Asama Maru," first of the N.Y.K.'s new ships on the Orient-California Line. This picture was taken outside Nagasaki Harbour on the 2nd August, just before the steamer underwent her trials, at which she attained the speed of 21 knots.

Whiteaways

THE
Tudor
SOFT FELT HAT



ONE OF WHITEAWAY'S STANDARD VALUES

MADE ESPECIALLY FOR

WHITEAWAY LAIDLAW & CO., LTD.

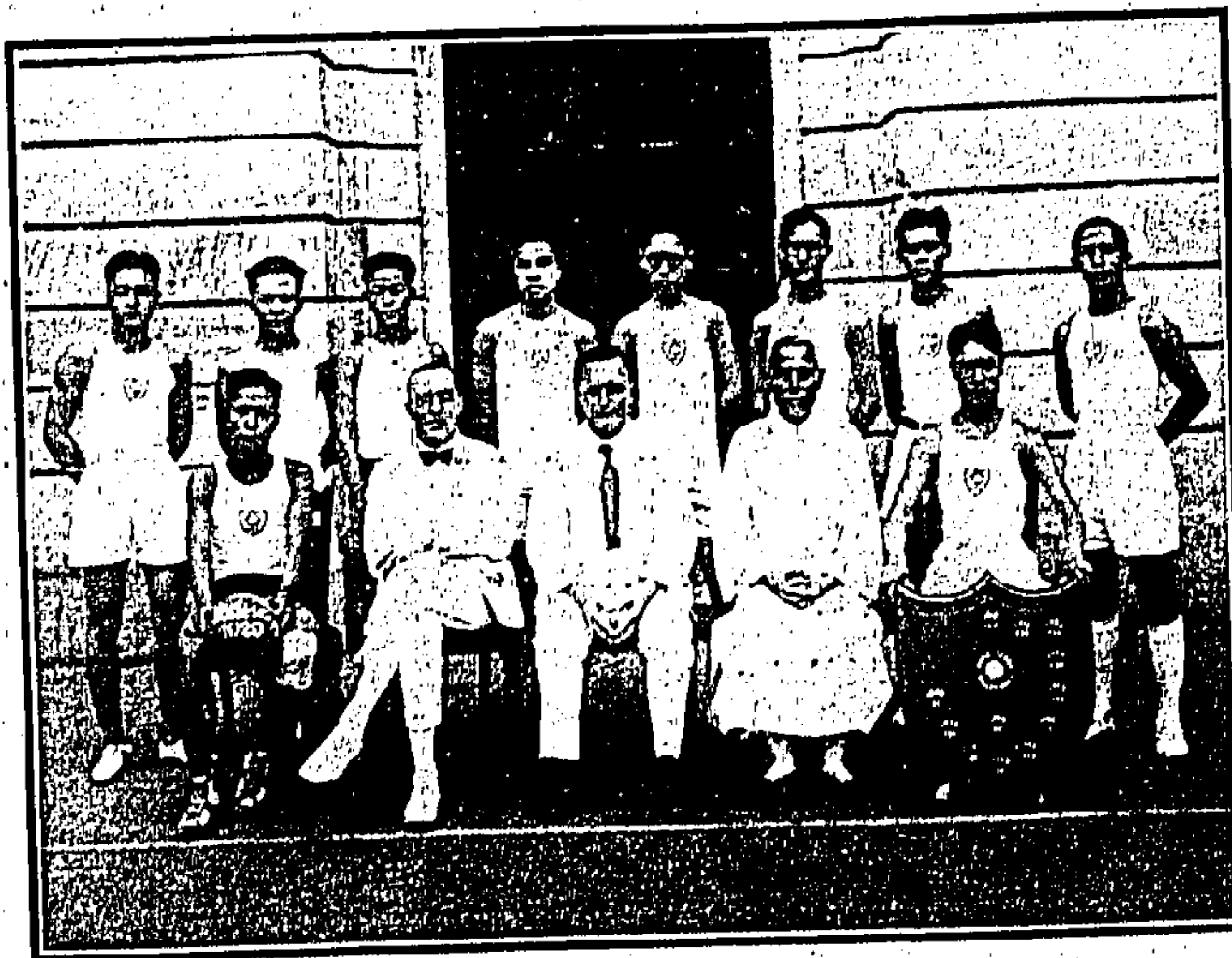
THE "TUDOR"
FELT HAT.

A smart shaped British-made Wool Felt Hat. Various shades of Fawn, Grey or Brown.

Marvellous Value.

STANDARD
VALUE
PRICE

\$4.50



The Matriculation Class of Queen's College, with Inter-Class Volley-Ball Shield, of which they are the winners this year. With them are Mr. D. M. Richards and Mr. W. Kay, class masters. (Photo: Mee Cheung).



This photograph shows the officers of the well-known river steamer Talshan, together with friends. (Photo: A Hing).

WHAT HAPPENS INSIDE.

Photographing Explosions.

The revolution in world transport brought about by the petrol engine has created an immense interest in the cause and results of the explosion of gases. What exactly happens inside the cylinder of a car engine when the spark ignites the mixture of petrol vapour and air? Most people probably have the idea that such an

explosion is instantaneous, and though, broadly speaking, this is true, they do not realize that actually the mixture is burned at a high rate of speed.

Photographs of explosion flames travelling at over 21,000 miles an hour can now be taken, giving an accurate pictorial record of each phase of the explosion. This is achieved by the use of a camera behind the open shutter of which a strip of film is carried on a drum of dualumin alloy, rotating at a maximum speed of 18,000 revolutions per minute. Two hundred yards of negative are flashed past the lens in each second.

Erroneous Theories.

When I first commenced to investigate the phenomena of explosive gases, I was driven to the conclusion that existing theories regarding their nature were erroneous, writes Reginald Fraser in "The Motor." Explosions had been produced scores of times under apparently the same laboratory conditions and the results appeared more or less constant. I believed, however, that these "constancies" were really coincidences, and after many months of research succeeded in proving my contention. In every experiment the same outward conditions had been constant: the shape of the vessel containing the gas was identical, the gas was ignited in the same manner, and initial conditions of pressure and temperature did not vary.

But soon it was obvious that results were being varied by inward conditions over which the experimenter had little control. These were the changing temperature, the immediate change in volume of the gas after ignition, causing turbulence effects, and sudden alterations in the chemical reactions involved in the burning of the gas itself.

For experimental purposes carbon monoxide was first exploded in a horizontal glass tube. This is one of the slowest gases in explosion, its possible rate of flame propagation being from 0 to 2,000 metres per second. When ignited electrically, the flame passed instantly before the lens of the camera, while the speed of the film behind the lens was synchronized to that of the gas.

In the explosion of some gases the flame is quite invisible to the human eye, though, contrary to what one might expect, such gases do not possess the fastest flame rates. A slowly burning gas may often be invisible, whereas if that speed were doubled it would emit quite a brilliant light. For invisible explosions we employ ultra-violet rays which are generated from a high-voltage condenser spark. These are then reflected from a large concave mirror, and thus in some cases the shadow of an explosion travelling at perhaps 550 m.p.h., and quite invisible to the naked eye, is recorded on the film rotating at approximately the same speed. Each photograph is in the nature of an instantaneous snapshot and is as separate and distinct as in a cinema film.

Stupendous Flame Rates.

The slowest flame rate observed in gaseous explosions is at mere 30 centimetres per second, while the highest is over 3,000 metres per second. In the case of solid explosives the flame rate increases rapidly, and with nitro-glycerine will even reach 10,000 metres per second—a speed of over 22,000 miles an hour!

Often the glass tube in which the explosion occurs is instantly shattered to fragments. The problem that beset our early work was to obtain a good pictorial record of flames travelling at the almost inconceivable rate of two miles a second. Moreover, the old adage, that the "camera cannot lie," does not always hold good. Everything recorded by the camera in such experiments must be proved by ascertaining the history of the photograph. In spite of all difficulties, however, a new camera costing £500 was gradually evolved and perfected which, in spite of weighing 20 cwt., can now cope with the fastest flame rates we have yet been able to discover.

It is even possible to imprison gas in the thinnest of celluloid, such as that used for covering so many chocolate boxes. That frail container is shattered in possibly 1/1,000th of a second, but the photograph is taken before the splinters of glass of celluloid even have time to move!

One of the simplest of hydrocarbon gases is methane, or firedamp. Here the camera records a fast flame rate of 2,600 metres per second, since this gas is more explosive than carbon monoxide and possesses a much more complex combustion. So we rise in the speed scale until we get to a mixture of acetylene and oxygen, the explosion flames of which travel at 3,500 metres per second—the fastest speed for any gas.

One of the interesting points about the condenser spark giving out the ultraviolet rays for this high-speed photography is the inability of the human eye to record a speed impression. When the number of sparks is cut down to a mere 15 a minute, the observer is conscious that the light is emanating from an intermittent

HUGE JUNKYARD.

Makes Streets Safer.

PAYING BUSINESS.

St. Louis, U.S.A. Aug. 12th.—With one huge automobile "graveyard," the St. Louis Automobile Dealers' Association is removing 12,000 potential accidents in the form of unfit automobiles from the road every year and making money from a resulting junk business.

Through a central organization, the autos are purchased from dealers who have taken in decrepit cars as part payment on new ones, and through a systematic junking and scrapping stockholders are realizing a tidy profit.

Many of these cars are towed into the junk yard. Some are more than ten years old. All are dangerous to drive, and for this reason the St. Louis Safety Council looks on this organization as a means of preventing accidents.

The first step in junking the cars is to remove the tyres, batteries and lamps. These are sorted for resale, if their condition warrants such.

The body then is removed from the chassis, the chassis disassembled if its condition does not warrant resale, and the trimming and other fixtures removed.

Parts of the body, if in good condition, are sorted carefully and set up for resale. Axles, good fenders, rear end assemblies, generators and miscellaneous parts of the motor and body can be bought there for nearly any type of car, providing it is an old model.

Parts of the body that are unfit for the market are cut into pieces and sold as old metal.

Everything coming out of the car in the disassembly is carefully saved for utilization in some form. The hair and cotton in the seats are stored away. The leather is ground into a powder which is used as a fertilizer. The only thing not used are the seat springs, which are too light and unhandy to be packed and sold. These are junked.

spark After that speed the eye is deceived into imagining the light to be continuous, for at full power 300 such flashes are reflected each second from the concave mirror. Each flash occupies a space of time equal to about 1/1,000,000th of a second!

Commercial Explosives. Although to most people experimental research in explosives instantly calls to mind the horrors of war, it would be true to assert that the commercial application of explosives has achieved far more in the service of humanity than it has ever done against it. Without an intimate knowledge of the action of solid explosives, bridge-building, quarrying and even coal-mining could only be carried out at vastly increased cost. A mere two pounds of nitro-glycerine can do effectively in a few seconds what would need the labour of a hundred men for many days.

Experiments in this particular line will be carried out in the near future, when it is hoped to gain fuller information as to the immediate results of the explosions of nitro-glycerine and dynamite. This field work will necessitate in some cases building shelter walls behind which the operator and his camera can work in safety. Less than 10 ft. distant, sufficient explosive to uproot a 10-roomed house will be exploded in a hollow, open-ended cylinder, and the data gained should be of immense value.

Further experiments will also be carried out involving the explosion of a quantity of nitro-glycerine in a totally enclosed steel cylinder, in which is inset a small steel container of great strength. Behind this again will be built a brick wall, backed by a sheet of glass, while the camera will record a picture of the explosion through slits measuring no more than 1/1,000th of an inch in width.

Yet, in spite of all research, we are still only at the threshold of knowledge in this department. How far we are from finality was shown by the recent upheaval of gas mains in Hoborn and elsewhere in London, the cause of which is still a matter for debate. Then there are those explosions in flour mills, where grinding machinery throws off into the air an immense number of minute particles of flour dust; it is also a little known fact that the coal dust present in the air of our mines is responsible for far more fatal explosions than the dreaded firedamp. Out of 100 or even 500 experiments in the laboratory the scientist can often deduce only one certain fact. Yet he is to that extent nearer to success, and it should only be a question of time before, step by step, those fragments of knowledge are chained to complete a whole.

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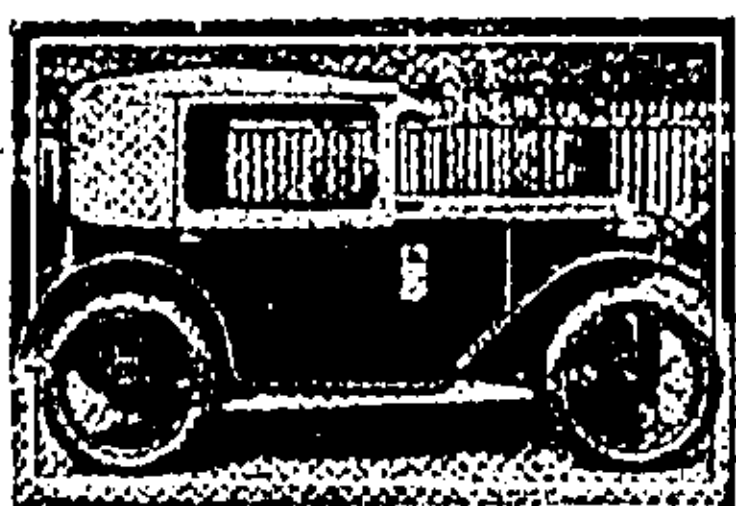
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A larger, finer STUDEBAKER DIRECTOR SIX

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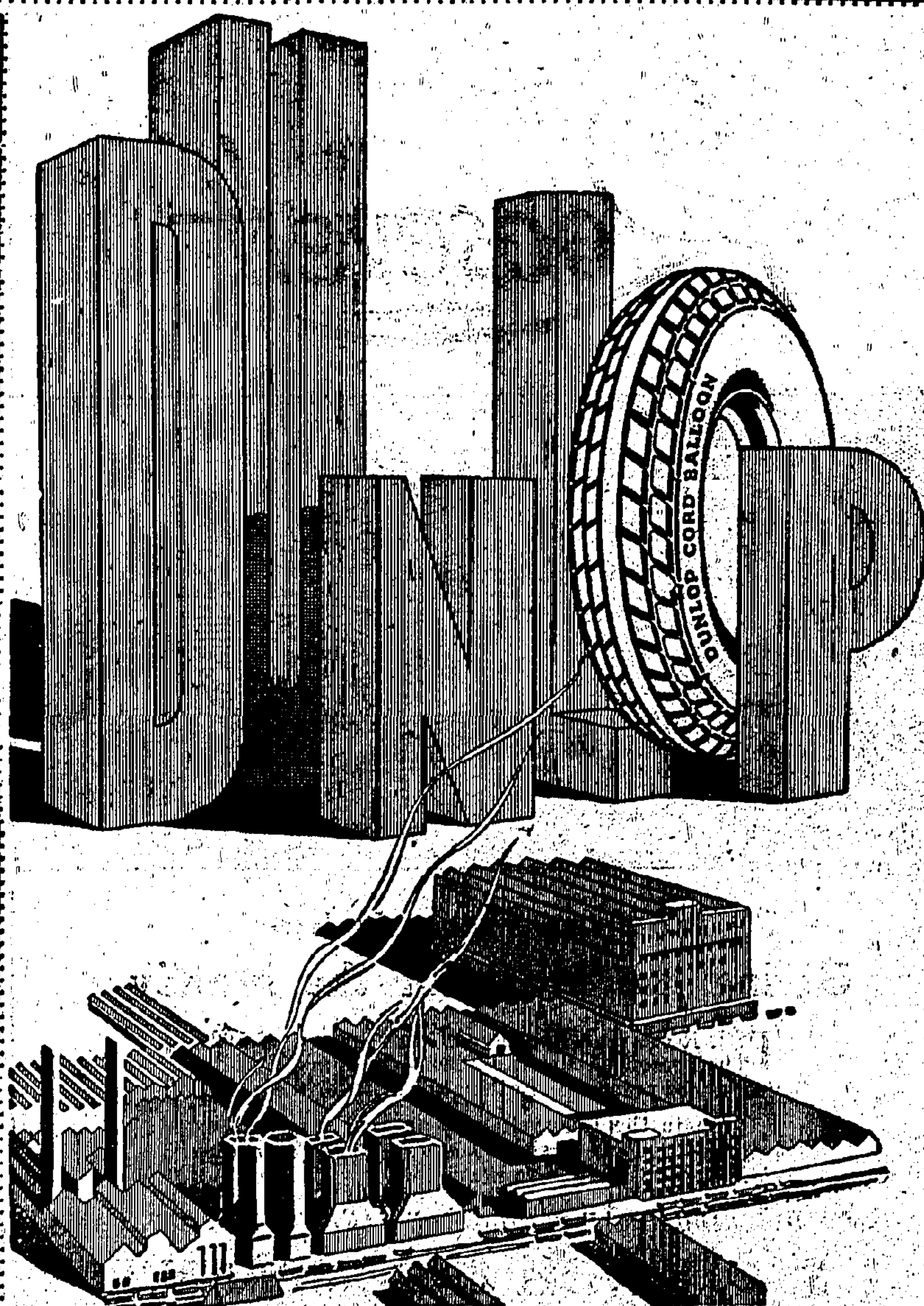
STUDEBAKER'S famous Director Six
now becomes a still finer car — at a
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The New Director is fleetier, lower—
smarter—smoother than its champion pre-
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miles in 4751 minutes. Studebaker per-
formance, which holds 11 world and 23
international records for speed and endurance,
is strikingly evident in The New
Director Six!

Read these fine car features, then come
take the wheel of The New Director Six!
You will be impressed with its champion
quality—and its low price!

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- Powerful engine of 221 cubic inch piston displacement.
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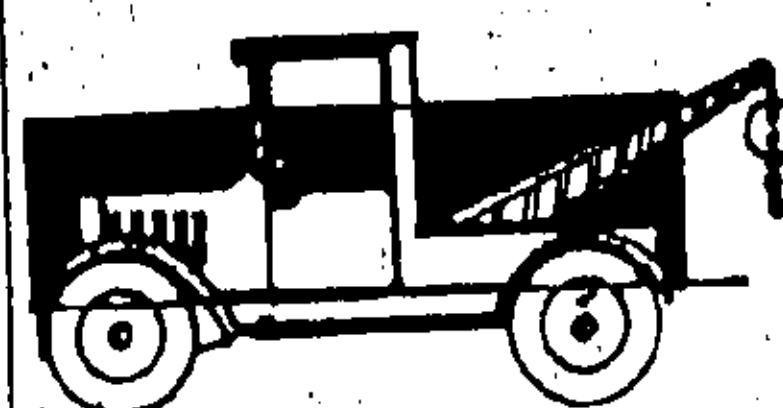
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NOISE CONQUERED IN CARS.

Result of Research by Motor Industry.

Compression noise—one of the biggest problems in the automobile world—is being attacked successfully as a result of intensive research work going on within the industry. This assurance is given by engineers and service men who have made an exhaustive study of the situation. A study of compression noise shows that it is at its maximum during acceleration over certain speed ranges which may vary for different makes of cars or even for the same make of car under varying conditions. Practically all high compression engines become quiet when the car attains its rolling speed.

One thing that is stimulating interest in the process of eliminating power noise is the fact that the problem is believed to have been virtually overcome by one of the large manufacturers. Competitors are studying this car as they have never studied cars before, searching for the clue to the solution. Better driving is regarded as merely a temporary remedy, but it is being advocated nevertheless, since it has not been established whether the mechanical remedy is something that will be available to present users.

Suspicion points to the muffler, many engineers believing that the exhaust gases of higher speed, higher compression engines have placed too great a burden on the exhaust system. This accounts, in part, for the number of muffler changes within the last two years, some concerns having gone from mufflers that have served them well for years to types embodying radically different principles of silencing.

Many experts are surveying the possibilities in insulating the mufflers from the frame, and some owners already have made such a change. The practice is to hang the muffler from the frame by means of metal brackets, but this arrangement is thought to encourage the telegraphing of exhaust noises to the chassis and, of course, to the enclosed body. Heat at the muffler complicates the problem, but some experiments are being made with composition materials which may overcome this objection.

High compression is desirable from the efficiency as well as the

performance standpoint. It contributes to safety by making the engine an effective brake when going downhill. With these outstanding points in its favour, engineers are willing to go to almost any limits to silence the compression noises rather than to turn about face at this stage of automotive progress.

The burden on the present-day muffler is due to the need for handling a greater volume of more highly compressed charges that are exhausting at a more rapid rate. A muffler merely provides a means whereby gases can expand by degrees rather than to exhaust

and expand rapidly into the air directly after leaving the combustion chambers.

At the present moment the situation is shown to be one of overloading. The muffler has more work than it can do. As a result, the expanding gases set up vibrations in the muffler parts and go through a large portion of their expansion after they leave the muffler itself.

Preventing Overloading.

If the final exhaust pipe is not large enough or if it has a peculiar shape it, too, may add to the power noise and cause passengers to complain of droning and drumming. During acceleration, especially between thirty and forty miles an hour, this noise may become a deafening roar. Strangely enough, at higher speeds many high compression engines seem to run quietly.

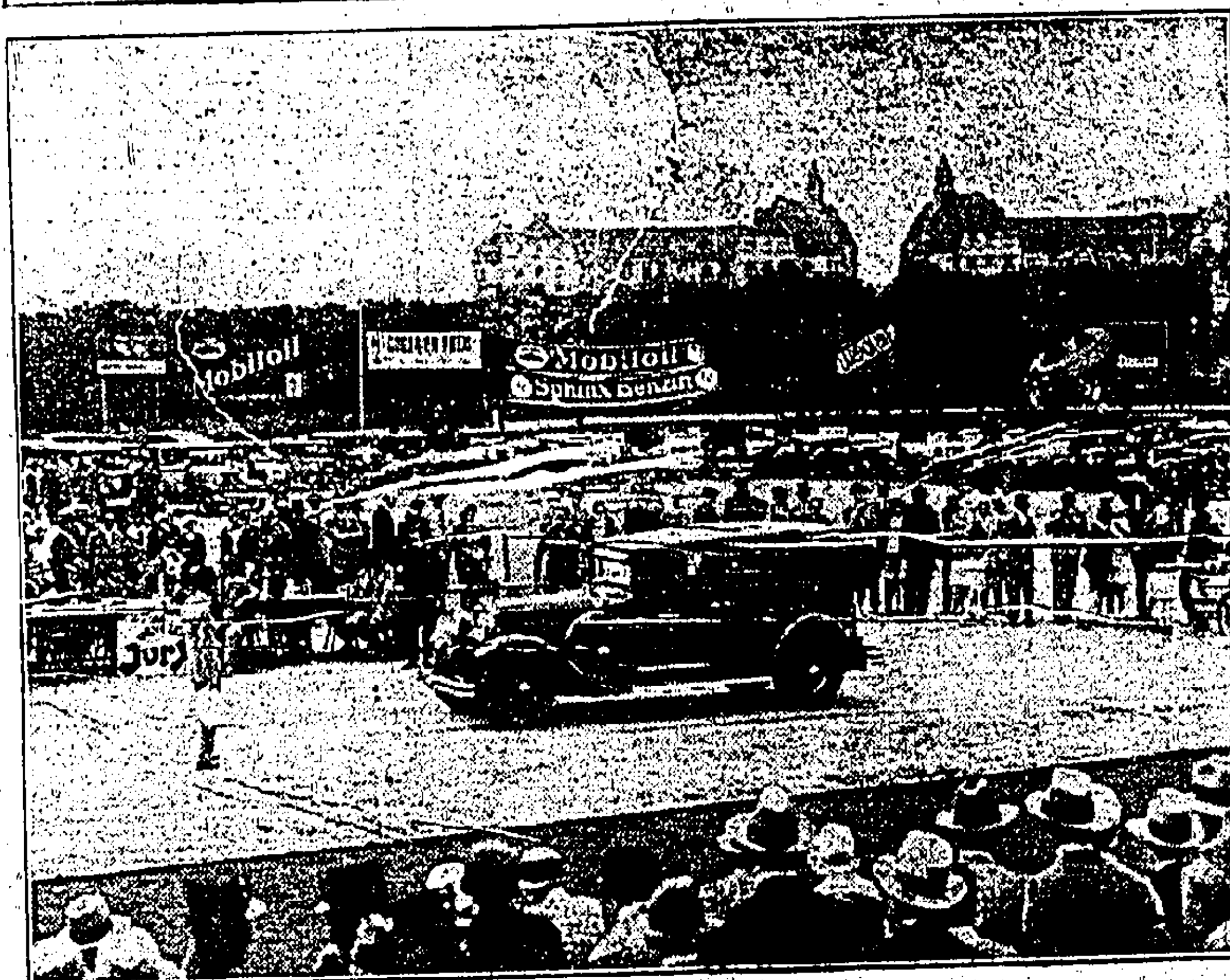
Two leading manufacturers have provided a partial cut-out which

helps to take care of this problem, and it is a plan which may be tried by any owner who finds his engine and exhaust system bothersome. By providing a by-pass around the muffler for about half the exhausting gases the muffler is spared the ordeal of being overloaded. The results are very noticeable to the passengers.

Many owners have noticed that power noises moderate after a car is broken in especially after it has been driven 5,000 to 10,000 miles. This is explained by the fact that an accumulation of carbon in the muffler takes the sharp edges off the plates and rounds out the corners.

Any motorist who is annoyed by the exhaust noises of his car or by compression noises which are telegraphed to the car body should keep his ears and eyes open for new developments in exhaust system and particularly in improvements in mufflers.

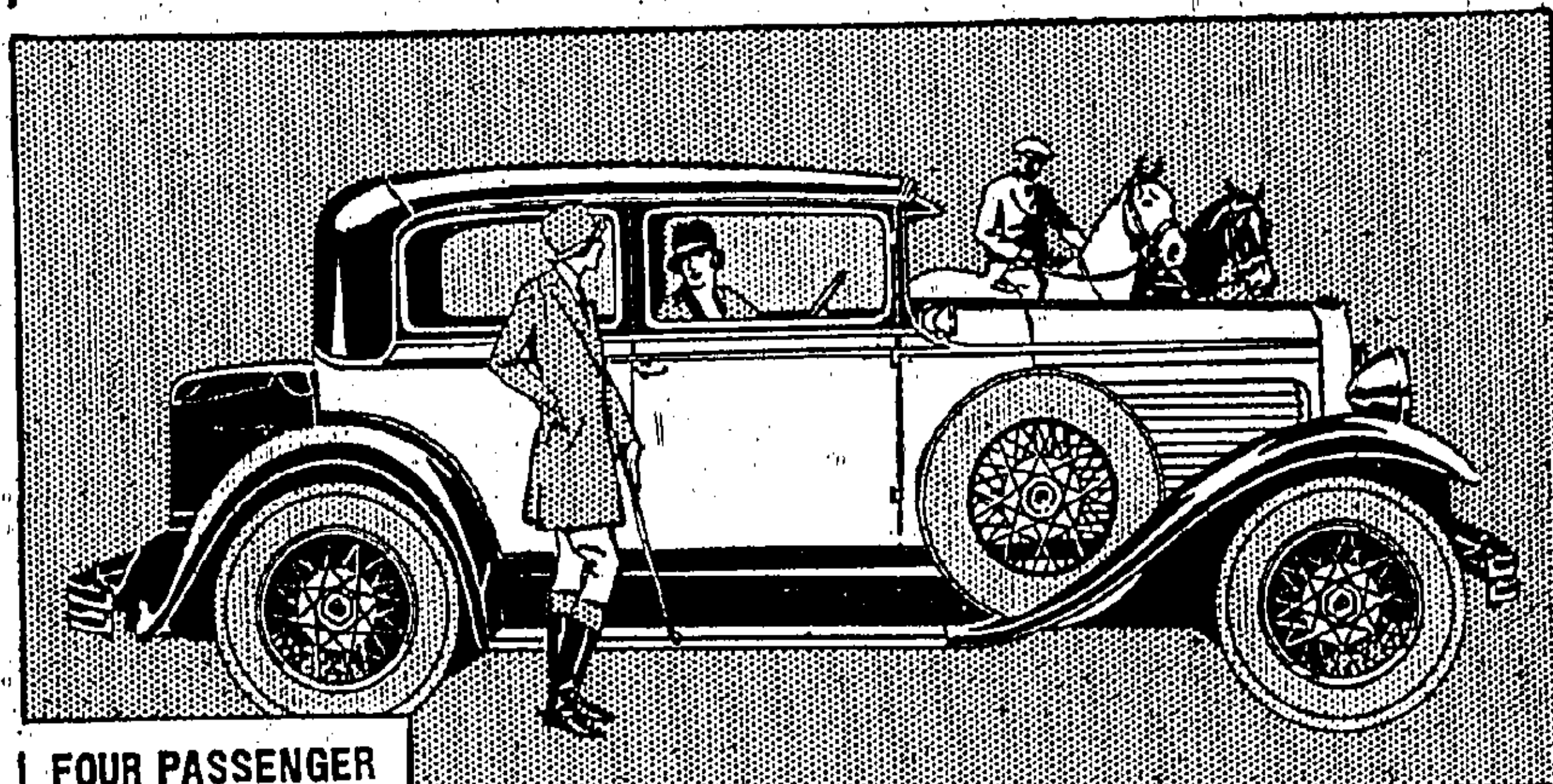
Nash Wins Budapest Style Award



Each spring brings the cream of fine motor cars and chosen examples of the coachbuilders' art to parade before super-critical judges and gala day crowds in Budapest, Hungary. It was no small triumph for Nash engineering and body building this year when this

beautiful Nash "400" Advanced Six Limousine won to the highest award in the annual Budapest "Concours d'Elegance." Three other "400" models, two Advanced Six Sedans and a Special Six Sedan, also received prizes in their class.

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THE Roosevelt is the biggest new success of 1929. The reason is the car itself—the simple, easily-understood principle of giving the most for the money.

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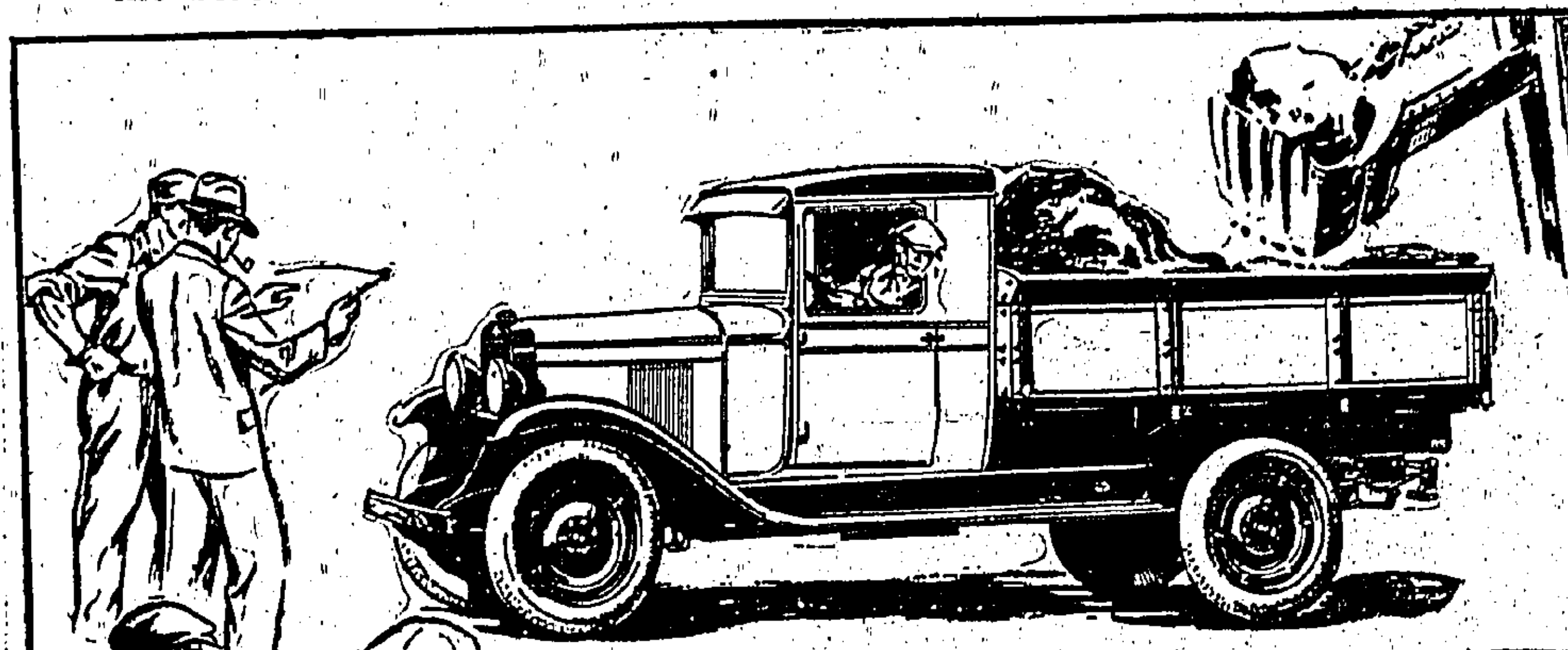
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Day after day, month after month, the sun is always rising on Chevrolet trucks in every country of the world, hauling wide and varied kinds of merchandise with unfailing dependability. Whether in China or Chile, Sweden or Australia, Chevrolet trucks are rendering their owners the type of performance that assures a profitable investment for the owner.

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A Six in the price range of the four

THE HONGKONG HOTEL GARAGE.

WEAR AND TEAR.

How to Get Best Results.

USEFUL HINTS.

The managing director of General Motors declares that motorists are demanding exact information on one point. They want to know how to get the maximum use from their cars.

Carelessness in handling the clutch causes more wear on cars than any other one thing. Many drivers let in the clutch with such suddenness as to cause the driving wheels to turn a little on their tapered axle ends. Looseness at this point actually becomes a safeguard; otherwise pinion and ring gear would have to endure more strain than at present. Universal joints are strained by sudden application of power, especially if they are worn to a point where they are loose.

Sudden stepping on the accelerator is more apt to strain the clutch and the rest of the drive line, though it also frequently loosens the rear wheels from axles; injures the universal joints; strains the spokes of the wheels and helps burn up tyres.

How Damage Arises.

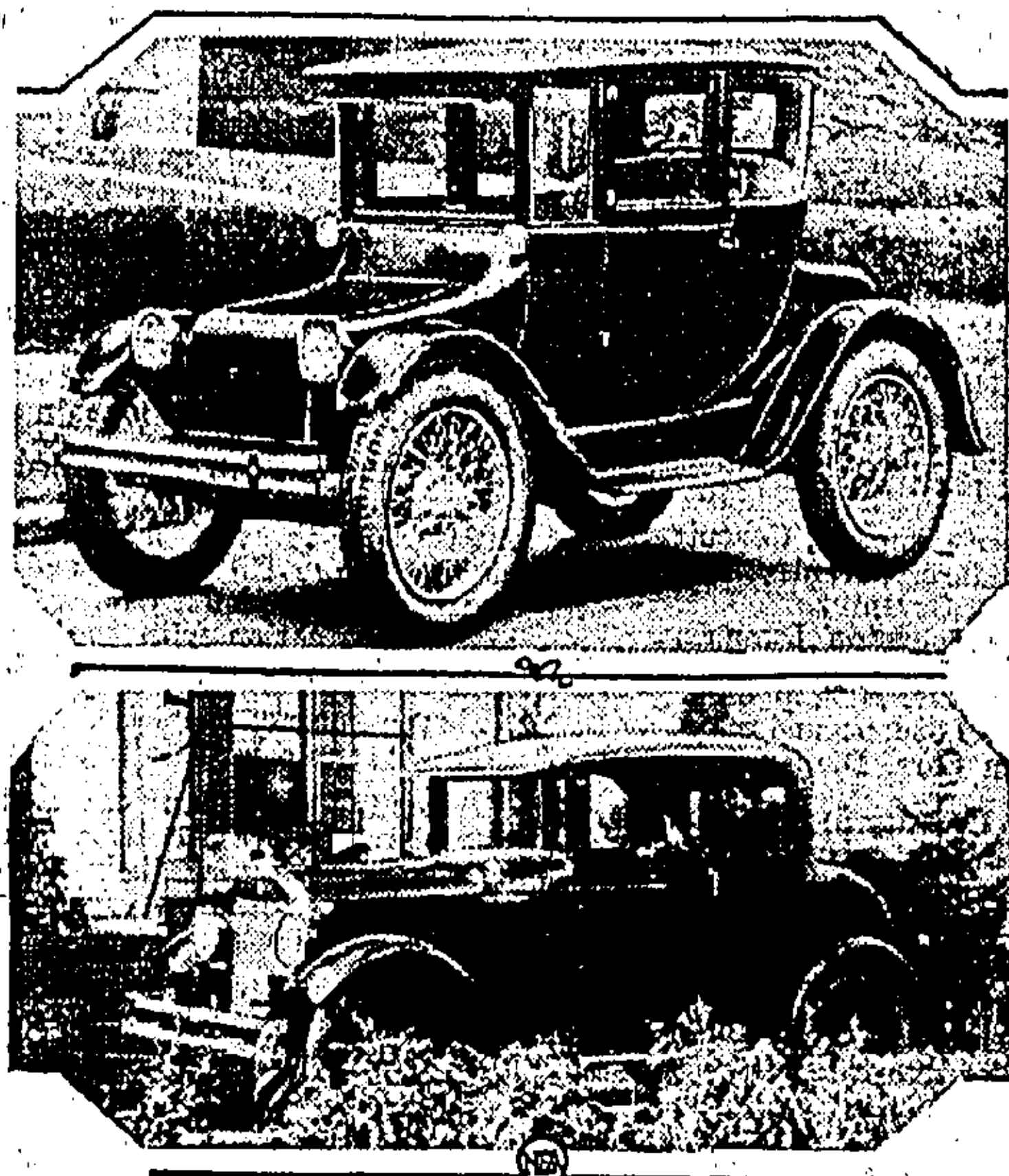
He explained that clutches, are designed for easy operation and if the engine is accelerated beyond the point where the car itself can immediately follow, the clutch plates will slip. This heats them up and may permanently damage them. Often when a clutch slips it will heat up and expand, resulting in sudden grabbing that is particularly hostile to the drive line.

Time and time again the warning has gone out that engines deteriorate most on account of inadequate oiling. Time and time again this has been demonstrated. The motorist today assumes his engine to be very economical on oil, and thinks all there is to do is change the oil at stated intervals. In many cases such a rule serves well enough, but millions of engines require more oil than they get, and even the engine that is extremely economical is apt to be pressed into extra hard service, which results in a higher rate of oil consumption.

Body noises often can be traced to carelessness in use of more powerful brakes as well as to abusing the advantages of balloon tyres. To stop suddenly places a strain on the body of the car, loosening and weakening it. There is a tendency to drive too fast over rough spots when balloons lessen the bouncing but the body and the chassis are taking a terrific strain under such circumstances.

ONLY ELECTRIC CAR MADE.

Builder Believes Demand Will Grow.



Although some electric auto drivers still prefer the old "show-case" type car, the latest models have been much reduced in height, as photo above shows. But the very latest in electrics is the one shown in the other picture, with the snappy lines of the gasoline vehicle.

Detroit, Aug. 12th.

Of the 36 electric automobiles that have seen the light during the progress of the automotive industry in America, only one survives. And that one, according to its maker, stands prepared to lead a survival of interest in electrics.

The lone survivor is the Detroit Electric, manufactured in Detroit and now built under the guidance of A. O. Dunk, pioneer automobile man, purchaser until two years ago of bankrupt auto concerns and all their belongings and close friend of all the big men in the industry from Henry Ford down.

The revival of interest in electrics, Dunk asserts, is the result of three developments:

1. Perfection of an improved, lighter and more powerful battery for the power plant.
2. Rise of the idea of a third car in the family for use of the elder members.
3. Redesigning of the bodies to conform with the gasoline powered models.

Monk Invents New Battery. "The new battery," says Dunk, "was developed by a Jesuit monk in Spain and perfected by Edmundo Almeida, a Spanish engineer. It is being commercialized by a French engineering concern. This battery has a displacement half that of the present battery, and will therefore reduce the weight of the present electric from nearly two tons to less than the weight of the average gasoline automobile."

"The new battery will charge itself in one-half to three-quarters of an hour, while these still in use have to undergo recharging of from six to seven hours. Besides one charge of the new battery will take a car from 350 to 650 miles, depending on the speed of the car, while the present battery takes an electric from 75 to 110 miles on a single charge."

"The effect of this will be that much longer journeys will be made in electrics, with recharging of batteries being done, while the owners have lunch."

Twenty Miles Daily Average.

That doesn't say that the present electric is unfit for extended use before it has to be recharged. The average car, Dunk reminds us, is run less than 20 miles a day, and that goes for gasoline vehicles as well. So at that rate, even the present electric can be run for five days without recharging.

Dunk sees an increased demand for electrics in the United States with the rise of the three-car family. It is the only automobile an elderly person can handle with safety. It is practically noiseless, smooth and comfortable in operation and requires a minimum of attention on the part of the driver.

WHAT A CROWD.

Along with the fact that California already has the largest motor vehicle registration, it is reported that licensed automobile operators in that state are increasing at the rate of 27,000 every month.

ALABAMA LEADS.

Alabama led all other American states in highway construction during 1928, according to the State Highway Commission. More than 634 miles of roads were finished and 1344 were under construction.

MARQUETTE TESTS.

Gruelling Work on Proving Ground.

GREAT ABILITY.

The new Marquette is a tangible evidence that the field of automotive engineering is a dynamic one constantly striving to produce better transportation, to reduce owner operating costs and to create new standards of performance, speed and beauty.

During the long months of development, Marquette cars were driven over hundreds of thousands of miles in all kinds of weather to test the car's performance. The General Motors Proving Ground at Milford, Michigan, presenting all sorts of rough and smooth roads with all kinds of driving conditions—concrete, macadam, gravel, dirt, hills, curves and straight-aways—was the scene of the gruelling tests that prove the Marquette a car of brilliant performance.

The experiments with the car's ability as a hill climber illustrate the severity of the tests to which the Buick engineers subjected their new product.

A five passenger, four-door sedan carrying a total load of 450 pounds, was used to test the Marquette's hill climbing ability. This car was driven over a hill 1,400 feet long, one of the steepest on the Proving Grounds—a hill presenting a climb more severe than the average cross-country motorist ordinarily encounters in a full season's driving.

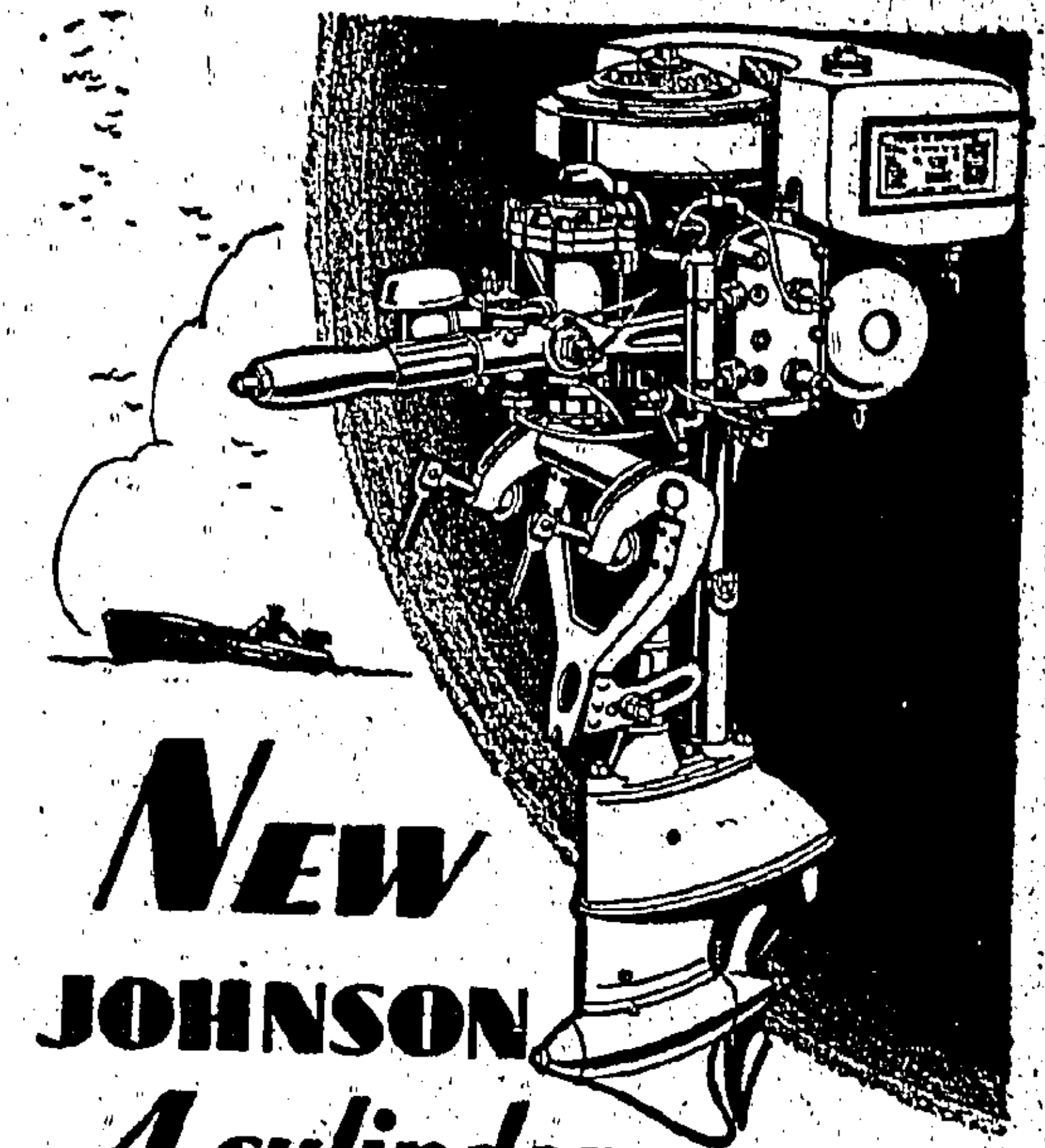
The driver, under the critical supervision of the engineers, approached the foot of this grade at a crawling speed of five miles per hour. As the hill was actually encountered the engine was accelerated and, with a surge of power, the car swept upward at a rapidly increasing speed. As it crossed over the summit of the grade, 1,400 feet from the bottom, the car was going 25 miles per hour and steadily picking up.

Further tests prove that the Marquette not only has a powerful capacity to climb the steepest hills, but it has that unusual combination of abilities so long sought after by all automotive engineers—quick get-away, flashing speed and rugged power. No one achievement has been sacrificed at the cost of the other.

Under actual tests the car has consistently accelerated on a straight-away from 5 to 25 miles per hour in 8.8 seconds; from 10 miles per hour to 25 miles per hour in 6.3 seconds; from 10 to 40 miles per hour in 13.4 seconds and from 10 to 60 miles per hour in 31 seconds.

The results of these acceleration tests, together with a proven road speed well in the seventies, General Motors officials say, create new standards of performance in a car of the weight and class of the Marquette.

Although priced within the reach of millions, only the finest materials have gone into the construction of the new Marquette.



NEW JOHNSON 4 cylinder SEA-HORSE

HERE is the king of the Sea-Horses—Johnson Sea-Horse 32. It is a high speed Class D motor and this season has hung up records of speed, endurance and power all over America.

This Sea-Horse is equipped to give its owner everything he can ask.

The Johnson Release Charger is one of the contributing factors to the efficiency of this leader of outboard motordom. With this Johnson invention, starting is certain and its ease is so marked that the exertion is negligible. An easy tug of the starting rope starts the Sea-Horse on its way.

This powerful motor is so quiet that even at high speeds all the noise heard is the sweetly reassuring whirr of smooth-running machinery. The Johnson Underwater Exhaust does away with exhaust noises and exhaust fumes as well.

There are other Johnson Sea-Horses—they range in price from \$115 to \$325 f.o.b. Waukegan, Ill. Easy payments if desired.

For full particulars apply to—

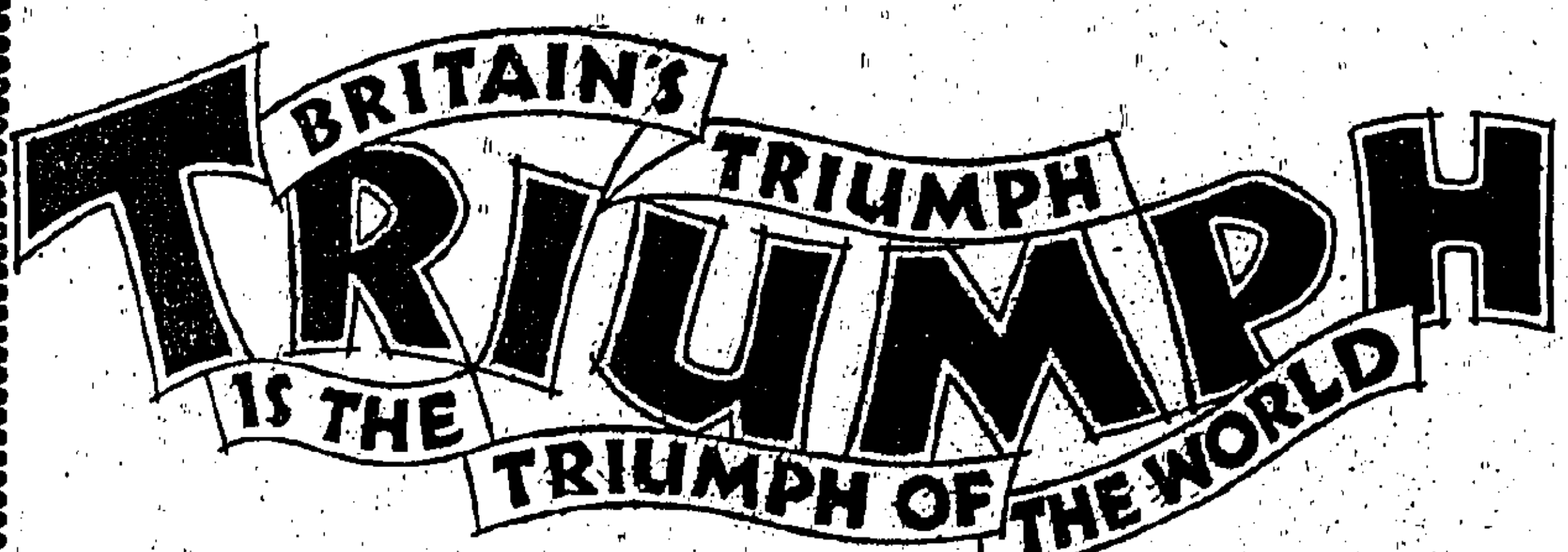
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TYRE RECORD IN MAY.

By producing 8,145,463 tyre casings in May, tyre manufacturers in the United States set an all-time month production record. The previous record was 7,883,805, set in April, 1928.



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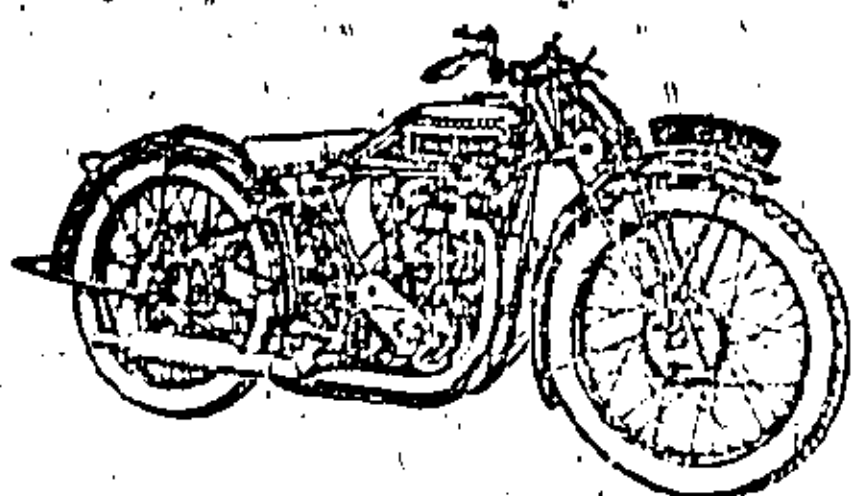
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Apply for particulars.

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HARLEY-DAVIDSON.

Re-designed Machines
for 1930 Season.

NEW SIDECAR MODEL.

Recent years have seen a great many improvements in standard Harley-Davidson motor cycles and combinations, together with the introduction of different types that have proved extremely efficient little brothers to the renowned big twin, but 1930 models give promise of eclipsing all previous machines. In 1926 the now famous single side-valve proved a highly successful and popular cycle while no less a degree of popularity was quickly attained by the O.H.V. single. Then came a handy 750 c.c. twin and also a 500 c.c. single both the latter side-valves. Improvements in 1928 included bullet headlights, oiling automatically controlled by the throttle at all speeds, duplex front chain drive and front wheel brake, to mention only a few.

The 1930 season is heralded with further developments which the manufacturers claim will not only give from 15 to 20 per cent. more power, but will provide greater comfort, easier handling and will, in short, put the Harley-Davidson second to none.

To describe all the improvements in detail would take up far more

space than is available in these columns but a brief review of the chief alterations can be given.

New Big Twin Engine.

Perhaps the most surprising feature of the new models is the reversion to the side-valve principle. The building of the 1,000 c.c. overhead inlet valve will be discontinued and its place will be taken by a 1,200 c.c. engine with side-valves. This new big twin has been completely re-designed, not because previous design was unsatisfactory, but because the manufacturers found that it could be improved upon. The motor is entirely new. Of Ricardo head type and with side by side valves, it develops from 15 to 20 per cent. more power than former motors. Supporters of the big twin will also now be able to de-carbonise this engine with a minimum of trouble as detachable cylinder heads are used, these being impracticable with the former type of engine. A new plunger type crankcase oil drain facilitates oil changing while the time breather built into the motor creates a vacuum in the crankcase that keeps the motor cleaner.

Interchangeable Wheels.

Quickly detachable and interchangeable wheels are another feature, cycle wheels being also interchangeable with the sidecar. Provision is made for the carriage of a spare wheel. Brakes on both wheels are larger and a third brake is fitted to the sidecar which is

operated from the pedal on the cycle. Full balloon tyres are fitted, four inch wired-on, this latter method enabling tyre changes to be effected much more quickly than formerly.

New front forks of drop-forged material, of new and exclusive Harley-Davidson design, are fitted and they are claimed to be 100 per cent. stronger than former forks. The new frame is of durable tubular steel with all drop-forged fittings and the rear stays have been increased in size thus adding greater strength.

An innovation which will be found of great use is a lock built into the steering head which enables the owner to lock the front wheel in an angular position, thus making it impossible for any unauthorised person to drive it away. The lock cannot be "picked" and no two keys are the same.

With regard to the electrical side, a larger generator is a feature of the bigger models. This is not only capable of far greater capacity at slower speeds but it will automatically increase its output when the lights are switched on, thus preventing the battery from being over-charged or becoming run-down. A new high-speed timer and a new hermetically sealed waterproof metal coil are other additions to the 1930 models.

New Type of Clutch.

Wider and shorter tanks of the saddle type add to the rakish appearance and result in a lower riding position. A new type of clutch with increased number of friction surfaces (nine plate multiple dry disc type) eliminates a large amount of spring pressure while a steering damper or fork as optional equipment makes these machines particularly easy of handling at high speeds. Duplex front chains of the roller type, automatically oiled, are also used. The famous bullet headlights are retained and are on the new dual-beam principle. These lights provide two straight forward or deflected beams as desired. Batteries are of new design with terminals integral with the top. A new high frequency horn is another innovation.

A change of colour is also announced, rich vermilion striping on an olive green background, which will considerably enhance the appearance of the new machines. Mr. A. Gascon, No. 2 Kwong Wah Road, Kowloon (opposite the Steam Laundry), the local agent, informed a *Hongkong Telegraph* representative that three 1930 models are arriving on September 28 by the s.s. President Grant. These are a 1,200 c.c. combination, a 500 c.c. and a 350 c.c. O.H.V. twin-port. They have already been sold, but prospective purchasers will be able to look these machines over before they are claimed by getting into communication with Mr. Gascon, K. 1242. The next shipment is due next month.

£2,000,000 PLAN TO GROUP SEVEN
MOTOR FIRMS.Strong Backing in London: 10 and 20 h.p.
Cars: Great Mass Production Proposal.

I am able to reveal that the next few weeks will decide the fate of a project to form a £2,000,000 group of British motor-car companies embracing firms in London, Coventry and Scotland writes Chiltern in the *Daily News*.

The selected plan has not yet been finally approved, but those still taking part in the discussions are:

Rover Company, Coventry.
Standard, Coventry.
Swift, Coventry.
Arrol Johnston, Dumfries.

Lancaster, Birmingham.
A.C., London; and
Bean Cars, Dudley.

The Crossley firm, of Manchester, were deeply concerned with the early talk, but dropped out. Steps to form such a group were taken in January, as reported in the *Daily News*, but fell through.

Recently a City of London financier interested approached all the companies again, suggesting that he would back nine firms, if formed into a single group, and pooling their machinery and resources for producing two types of cars, one a 10 h.p. small

machine for the British market, and the other a 20 h.p. suitable for both British and Empire buyer.

The firms originally invited to come into the group were the Rover, Standard, Swift, Arrol Johnston, A.C., Crossley, Lancaster and Bean, and one other, a Coventry firm making nine in all.

Only the one firm unnamed rejected the invitation: the rest were satisfied with the financial security of the City offer, and the backer in London was satisfied after examination with the status of the eight companies left in.

There remained the delicate question of group control to be settled.

Recently the plan of control was placed before the firms. Crossleys could not see their way to agree, and withdrew from the scheme.

Further discussions with the other companies, who also raised objection on the control plan, will be held.

The Standard Co. through special financial arrangements, have negotiated separately all through, though they are part of the big single proposed group.

CARS NOW SAFER.

The motor car of today is four times as safe as the car of ten years ago, according to the A. R. Erskine Bureau of Street Traffic Research of Harvard University.

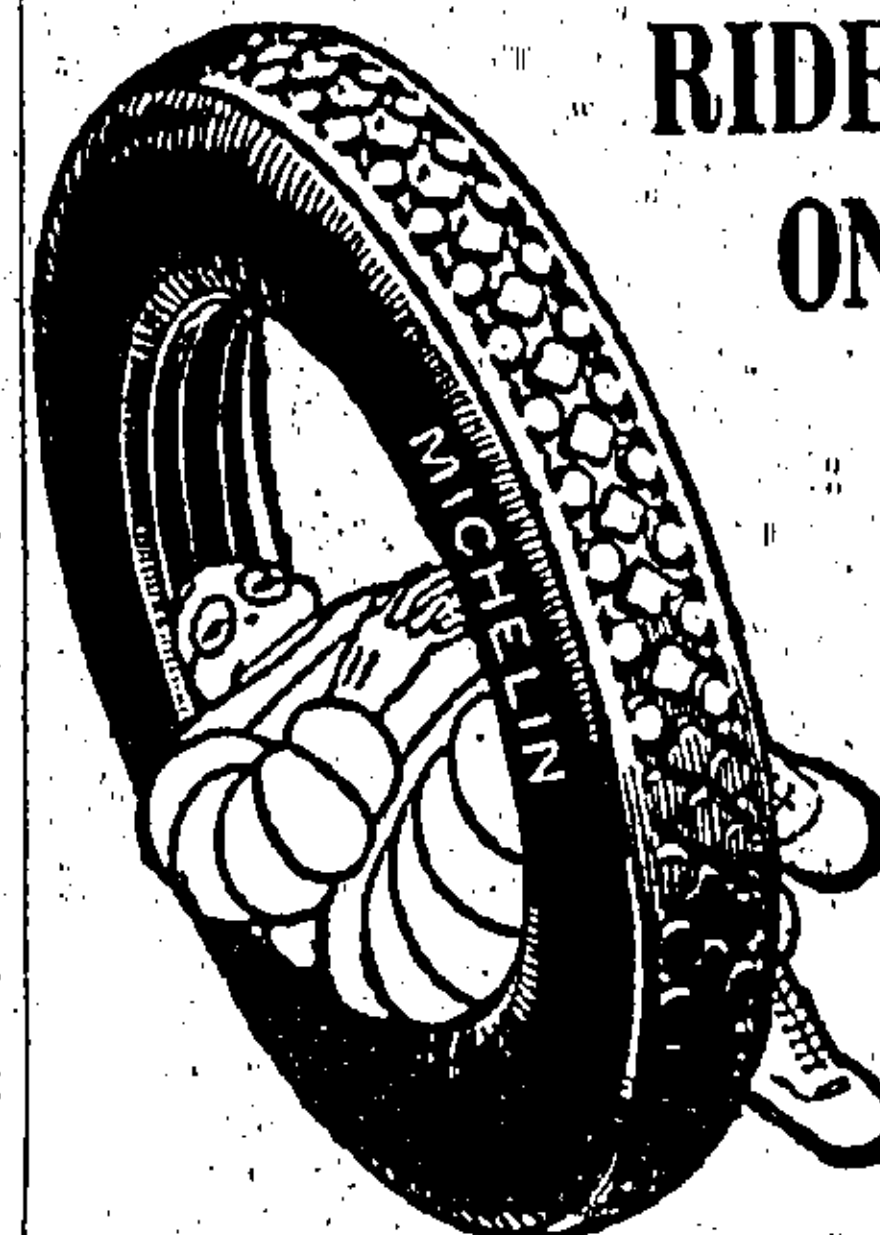
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China Building.

Depot

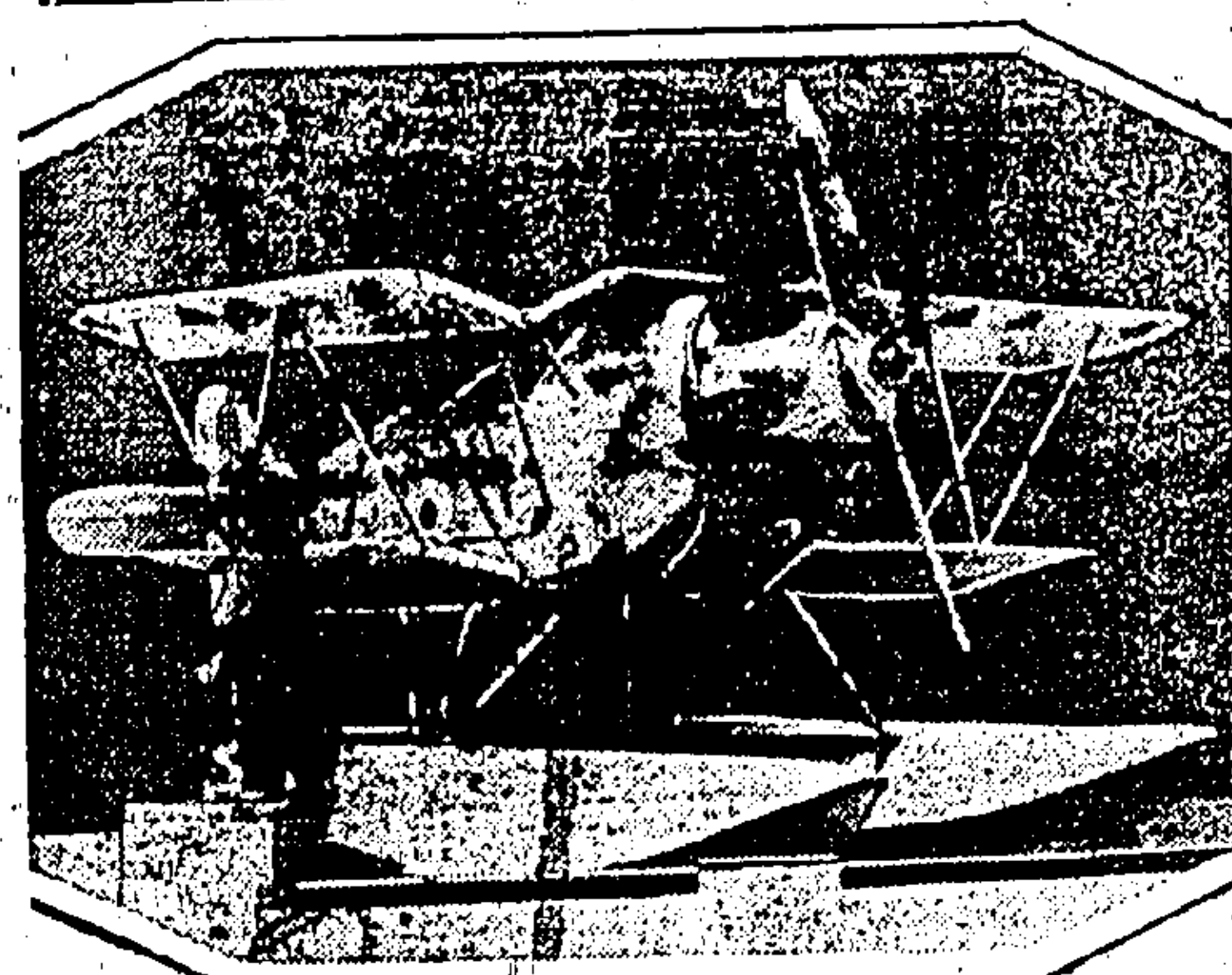
FIAT GARAGE

Tel. C. 2221.

Tel. C. 4821.



PLANE FOR SUBMARINES.



Submarines of the future may be equipped with airplanes which can be assembled in a short time and catapulted from their decks. This photo shows a two-seater seaplane on exhibition at the Seventh International Aero Exhibition at Olympia, London, which is made for submarine use. It is of composite wood and metal construction, with a 135-horsepower five-cylinder Armstrong-Siddeley "Mongoose" engine. The wings are folded back while not in use.



Economize with

Firestone

Scientifically Designed

BALLOON TYRES

When Firestone engineers were developing the Balloon Tyre they found it necessary to design a tread altogether different from that which is required by High Pressure Tyres.

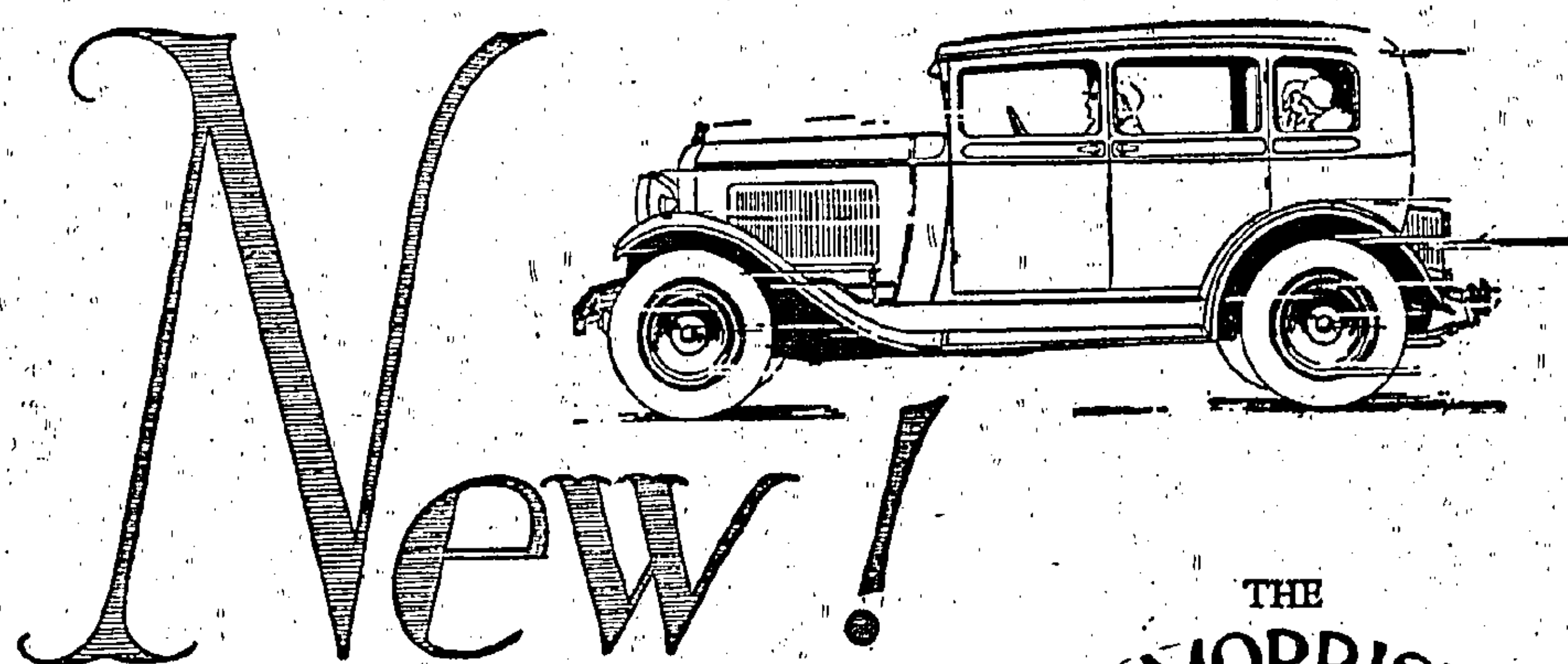
The Firestone tread was not designed with large, massive projections for appearance or to make plausible sales argument. On the contrary, the projections of the cross-and-square tread are small and the rider strips narrow, permitting the tread to yield to irregularities and cling to the road, giving the greatest non-skid surface. This tough, pliable tread has the wear-resisting qualities that give thousands of extra miles of service and save you money. Let us supply your needs.

MOST MILES PER DOLLAR.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD. ... HAPPY VALLEY.



NEW—commandingly and beautifully new—the Morris "Isis" Six sets a fresh standard in world car values. England's greatest automobile production achievement. Fine-lined long-lasting British coachwork. Beautiful dignified interior furnishing; a highly efficient, finely built and long wearing six-cylinder engine, productive of quick, willing power; supple, road-worthy suspension; brakes that hold and STOP.

Track, clearance, gearing, weight and style all specifically designed to be supreme. Try it—feel its easy handling, distance-devouring fleetness, soft-cushioning of road shocks, ready—almost anticipatory—response to your will expressed in the lightest touch on the ready-to-hand controls. Try for yourself this excellent car that marks a new epoch in world trade.

Deliveries from Oxford, England, of the "Isis" Six are now being made. Be one of the first owners of this wonderful new automobile that sets a new fashion every mile it runs—every time it parks. Share in the prestige of new-day, up-to-the-minute possession. Be in the van of leadership! A trial run or demonstration is yours for the asking, and early delivery to your order placed now.

Months of study, thousands of miles of travel, years of experience in the finest engineering school in the world—British machine shops—are inbuilt in this new latest product of Morris Motors (1926) Ltd. Hard, gruelling days on sweltering, tropical roads; countless hours of toil at desk and laboratory; the colour choice of Europe's experienced artists—all yours in this "Isis" Six.

THE
MORRIS
ISIS
SIX

Eighteen H.P. (R.A.C.) engine. Overhead valves with pent-roof, anti-knock head. Three-speed gear. Lockheed hydraulic four-wheel brakes. Light, no-kick steering. Choice of three delightfully tasteful cellulose colour schemes. Genuine Triplex glass windscreen. Individually adjustable seats. Body—low-hung, yet with ample clearance. Unified one-piece creakless body and chassis construction. Over twenty miles to the gallon. Every desirable accessory.

All-on-high performance from six to over sixty. Speed, comfort, verve and vigour in appearance and performance alike.

£378.00

SALOON

Time payments if desired.



THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

PRODUCT OF MORRIS MOTORS (1926) LTD.

CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

BILLY'S DARLING.

[By "C. E. H."]

Billy is my friend. Every evening I leave my office and go to my home on the Peak, thirteen hundred feet above the harbour.

On the way I meet Billy. Billy is a glow-worm. He lives with his family in a most luxurious hole at the darkest corner of our path.

Billy's wife is a darling. He told me so himself and I agree with him.

She's small and oh so petite and her glow is the envy of the island. For she can keep Billy at home in the evening and Billy is still by way of being a bit of a lad.

As I turn their corner all is dark, but immediately they hear me—they know my step by now—they light up and I stop to hear the latest news.

I recognise them by their different glows. Billy's is large and rather jaundiced, for Billy is not as young as he was. Billy's Darling's is smaller and piercingly bright; never still, always dancing. The children's glows are lots, for Billy and his Darling are old-fashioned enough to believe in large families—vary from the "nearing womanhood" glow of the eldest to the tiny pinpoint of the baby who is just learning how.

We exchange news. Billy tells me the latest Peak scandal and I tell him the latest share prices, for Billy likes to have his little flutter.

Then Billy's Darling thinks it time the children were in bed and out go the lights.

In the morning I send my coolie along with a saucer of milk, for glow-worms thrive on milk, and whilst they are breakfasting he polishes up their reflectors, so that they will be at their brightest to welcome me in the evening.

Sometimes Billy's glow is not all it might be and then I know that he has had a late night and missed his morning shine. Billy's Darling tries to glow more brightly than ever so that I won't notice. Poor Darling.

And one night there'll be only Billy's Darling and the children to greet me. But I hope, so for Billy is my friend.

World Peace Aided by Advertising.

Key to Fraternity Among Nations.

Berlin, Aug. 13. This has been a busy day at the World Advertising Convention here. Many papers have been read on publicity problems and interest in the proceedings is very keen.

To-day, as yesterday, it is very notable how speaker after speaker links up advertising with internationalism and peace.

"Will advertising bring peace?" was the title of an arresting address by Mr. W. Buchanan-Taylor, publicity and advertising manager of J. Lyons and Co., Ltd.

It is a commonplace to say that freer intercourse between the nations brings permanent peace nearer to realisation; and Mr. Buchanan-Taylor suggested that advertising may have the greatest influence in developing the intercourse.

Just as propaganda—the illegitimate child of advertising—powerfully engendered bitterness and hate during the war, so advertising is now playing its wonderful part in world progress.

"There is international health as well as wealth in advertising," he said. "If you will treat it right; but do not feed it on a perpetual diet of pork and pickles. Try it with simple, honest fare, and do not forget that it is very fond of vitamins."

£2,000,000 Campaign. Discussing advertising as "the key to world fraternity," Colonel Percy C. Burton mentioned a scheme prepared by the late Mr. Murray Allison for popularising the League of Nations by a world advertising campaign.

The cost was estimated at a little less than \$2,000,000—not half the cost of one battleship.

"I suggest that one way to get the money would be to ask every nation represented in the League to forgo a quota of the amount (proportional to population) that each spends annually on naval or military armaments."

The Haig Statue. Decision delayed by the holidays.

The question of the modification of Mr. A. F. Hardman's design for the Earl Haig statue, which has caused so much controversy, must remain in abeyance for some little while, since those connected officially with the adoption of the design are away on holiday.

Mr. George Lansbury, the First Commissioner of Works, who has been in consultation with experts, is in the country, while Sir Lionel Earle, the Permanent Secretary of the Office of Works, is on holiday in Normandy.

The following forthcoming weddings are announced: Lieut. John Graham Shillington, K.O.S.B., Murray Barrack, to Miss Hilda Mary Mahony, No. 37, Drayton Gardens, London, S.W.9.; Paymaster Lieut. Commander Adrian Marriner Pigott, H.M.S. Tamar, to Miss Betty Alice Maud Haggar, Myrtle Grove, Kelghly, Yorkshire.

Berlin, August 13. The second day's sitting of the International Advertising Congress took place this morning in the Wintergarten Theatre, in the centre of the city. In the absence of Lord Riddell, who was suffering from a slight illness, Dr. Ernst Brandes deputised as Chairman.

Mr. Buchanan-Taylor, in the General Advertising Session, said that, as Advertisement and Publicity Manager of the biggest catering organisation in the world, J. Lyons and Company, Ltd., he would like to tell briefly how one of the hundreds of foodproducts came to fame. About five years ago his firm decided to attempt a national campaign in favour of Swiss rolls.

Every confectioner and baker in England had been making Swiss rolls for many years. There was nothing new in the name or the confection, but his firm decided that their Swiss rolls should be better value for the money than any other form of pastry extant. When they started their campaign they were selling about 10,000 rolls per week in their 250 shops. Now, after less than five years, they were selling 600,000 rolls per week at one shilling each and the sales were still increasing.

Art of Salesmanship. Word of mouth, maintained Mr. Buchanan-Taylor, was the best advertising medium in the world, but it could not be bought in terms of space. It was also the worst medium. "Try," he said, "cutting down quality and value for money, and see what happens. You might as well try to alter the tides as endeavour consistently to sell false goods by means of advertising. False goods are worse than false goods."

"Salesmanship is the ability to sell something to a person who may not want it, but who may be better or more satisfied for having it. Salesmanship is the hand in the glove of advertising. When true advertising and good salesmanship come in at the door, depression and bankruptcy fly out through the window. There should be no secrets between advertising and salesmanship; they should occupy twin beds."

Mr. Eric Field, in the Agency Group Session, discussing the need of real local knowledge in any advertising appeal, quoted the case of motor-cars.

"We advertise in England for three American motor-cars, and here, with different conditions, we have to use different appeals. First, we have the plan of taxation, which lifts them into an entirely different type of buyer. Then we have the differing road conditions. Finally, and perhaps most important of all, is the fact that the English motorist is a mechanically minded, whereas the American only seeks a means of transportation."

"This enables us to use much stronger arguments and to go into much greater detail than would be wise in America."

Press Aid to Advertiser.

Mr. F. P. Bishop, speaking in the Newspaper Advertising Session on what British advertising owes to the Press, remarked:

"While the newspapers have taken a leading part in improving the status of the advertising agent, they have also taken strong steps to set their own house in order, and to render their columns more valuable to the advertiser by the exclusion of undesirable advertisements of every kind. The national newspapers of Great Britain are among the strongest supporters of the British Advertising Association which, through its Investigation Department, has done an immense amount to eliminate fraudulent and harmful advertising."

At the same time, the newspapers have gone far to deal with matters such as rate cutting and undesirable forms of competition between themselves. They are also alive to-day to the need of providing the fullest information to advertisers in their columns. There are very few of the great daily newspapers to-day which do not issue regular certified net sale certificates, and do all in their power to enable the advertiser to judge of the market he can reach through their columns."

"We see no reason to doubt that the steady progress in British advertising will continue, and that as time goes on the newspapers of Great Britain will play their part in leading more and more of our manufacturers and industrialists to understand the value of well-planned scientific advertising."

The Food Council, as at present constituted, can take no further step. Its function is to report; it has no compulsory powers.

Any such action as the control of food prices would require legislation.

It may be recalled that the Labour party, in its election manifesto, stated that a Labour Government "would take steps to prevent profiteering in food."

Meantime the Food Council continues to keep close watch on bread and meat prices all over the country, and on bread prices alone receives reports from local associations in 200 places.

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DON'T MANUFACTURE SMOKE, DIRT & ASHES!

Don't bother with purchasing, delivery and storage problems.

LET US HANDLE THE COAL
AND SEND YOU ONLY

— ITS HEAT CONTENT —
THE SPIRIT OF COAL

GAS

CLEAN
CONVENIENT
CHEAP

Always available at the turn of a tap.

GET YOUR GAS FIRES FIXED.

On Hire at \$5.00 a year
and on sale (cash or instalments).

HONG KONG & CHINA GAS CO., LTD.

West Point, Hongkong & Jordan Road, Kowloon.
Central Showroom: 105 House Street,
Telephone Central 47.

Dandruff is due to the scalp being in an
unhealthy condition.

Cure it with:—

"CRINOVIM" HAIR TONIC

Directions:— A little to be rubbed into the scalp
night and morning.

The Colonial Dispensary

13, Queen's Road C. Tel. C. 1877.

SINCERE'S RADIO NEWS

STRIKING VALUE
IN

BURGESS HIGH TENSION BATTERIES

(As used by U. S. Government.)

We have just received a shipment of BURGESS
High Tension Batteries and our special arrange-
ment has made the following low prices possible.

No. 10308 45 VOLTS
(AS EVEREADY 770) **\$7.25**

No. 2308 45 VOLTS
(AS EVEREADY 772) **\$5.00**

No. 5156 224 VOLTS FOR
(AS EVEREADY 708) **\$2.80**

No. 5540 7½ VOLTS
(AS EVEREADY 773) **\$1.35**

MAKE YOUR ORDER RIGHT AWAY!

The Sincere Co., Ltd.

NEW SERIAL.

HIGH FLIGHT.

By Ruth Dewey Groves.

CHAPTER XLV

Jerry's sentence was not completed. She had been on the verge of telling Alester that she could not understand his desire to have his future wife associate with a woman like Leontine Lebaudy, when suddenly she remembered that she knew nothing against Leontine—except that she ran a road-house with an unsavoury reputation. If Alester felt that this indictment was not sufficient to place her outside the pale as far as his fiancée was concerned, she need not make an issue of it, Jerry told herself.

Besides, she had given in to Alester in very few things. What if she wanted him to go to a party at the home of some friend of hers? Certainly she would expect him to consider her wishes in the matter. . . . she felt it only fair to consider his now.

"When is she giving her party?" she asked Alester abruptly.

"On Saturday, because I told her you won't stay up after two o'clock on any other night."

"All right," Jerry said listlessly, and not even the wave of relief that swept Alester and expressed itself by his showering her with kisses, made her glad that she had yielded.

Jerry lived in a sort of shell for the next few days. Nothing seemed to touch her, though her room at the unpretentious hotel where she was living was filled with flowers and other tokens of Alester's affection.

She stood before a bowl of violets one morning and ran her fingers gently over the tiny purple blooms. "Once upon a time," she said softly, "I'd have thought it wonderful to have flowers sent to me each morning."

The words were followed by a sigh. "But I guess it's not so much having things as not having them that matters," she added as she turned away.

Jerry was not finding what contact she had made with wealth as continuously fascinating as she had thought it would be. But neither had she forgotten the sordid days of her girlhood. The result was that she surrendered to the belief that thrills and ecstasy were only words in the dictionary.

But if wealth could not lift her to heavenly heights, certainly poverty could set her down in a bottomless pit where worry and struggle were never-ending, she reflected. And a show girl could lose her job, could break her leg, or grow old. She would grow old.

"I can't save enough," Jerry told an inner voice that protested against the violation of her secret dream. "Actors can't save money—it just can't be done because you have to be hard-hearted to do it and you can't be hard-hearted and be a good actor."

She was still in a state of battling with herself when Saturday night arrived. She put on her bridesmaid dress with a heavy heart. One of the girls was out and Jerry was substituting.

There was something wrong with her tonight. The usual sparkle and vivacity were missing from her performance. Mr. Hule spoke to her about it when she came off stage.

Jerry tried hard to put some life into her dancing when she went on again. She was failing dimly when she chanced to look out into the audience and saw Dan Harvey. He was sitting on an end seat, centre aisle, third row.

Jerry missed a step and Mr. Hule, in the wings, swore under his breath. But he wondered, before she came dancing off stage with the other girls, what had happened to her. Certainly she was animated enough now. And busy, too—sending a boy hurrying off with a whispered message.

Dan was leaving his seat for a smoke in the lobby when the boy reached him. He bent his head to take the message and then, much to the envy of a man in the second row who had overheard it, he started backstage, cursing himself every step of the way for being such a fool, a drivelling fool, a perfect fool, a blavetky blank fool—in fact all the kinds of fools there are.

Jerry was waiting for him in her bridesmaid costume that was not so chastely modest as to conceal the dimple in her shoulder or the round swell of her proudly carried bosom—a bosom that at the moment was rising and falling in a most revealing manner.

But Jerry was not conscious that she was thus betraying her inner emotion. She went to Dan with outstretched hands, unmindful of the meaning he could put upon her welcome.

Dan was not conceited, which was unfortunate. Otherwise he'd

have known that she was overjoyed to see him.

"Where have you been?" she cried, and stood on the tips of her toes to bring her face nearer to a level with his.

"Home," he said sprightly. "You never gave me a chance to thank you," Jerry reproached him, "even if I knew how."

Dan could have told her of one perfect way, but he didn't. Instead: "I'm glad you've had so much success," he said with unaffected sincerity.

"I missed you on the opening night," Jerry told him. "Oh, I've got to run and change my costume. You won't go away. Will you? Please come back here again after my dance in the second act. I'll be through then. We can have a long talk."

Dan returned to his seat and when Jerry came out with Jack Beala he looked at her hungrily. Up there, with hundreds of eyes upon her, was Jerry, a bit of a girl who meant nothing more than a transient period of high-class theatrical entertainment to everyone in the audience—excepting Dan.

To Dan she was everything else—life itself. . . . a wife. . . . a sweetheart. . . . a mother for his children. . . . a little pal. . . .

"Jerry, Jerry!" A bit of a girl just a little figure dancing to the tune of a singing heart. . . . making a man ache with agonized longing to take her in his arms. . . . take her away from the spotlight and carry her off to his castle home in the mountain fastnesses. In reality it might be just a plain little house with a built-in garage. But to Dan any house with Jerry by his side—his Jerry—would be a castle.

"I'm a fool," he said again as he hurried backstage before Jerry had taken her last curtain. He saw her come off, laughing and bowing. "She must like applause," he said to himself, with intentional criticism.

Jerry saw Dan and danced over to him. "I'm so glad to see you again," she said. "Let's find a place to sit down and talk."

She drew two chairs close together in a deserted room she had located. "Our greenroom," a wise-cracking chorus girl had once remarked. "You have to be green to use it."

They were trying hard to make casual conversation without touching upon the things that lay nearest their hearts, when Alester found them. He greeted Dan with a lack of friendliness.

"You ought to be dressing," he said to Jerry with a disapproving glance at her costume. She had been wearing a light robe but now it had fallen off her shoulders.

Jerry turned apologetically to Dan. "We're going out to a party," she said regretfully.

"To announce our engagement," Alester added abruptly.

Jerry winced when she saw how the blow hurt Dan. She knew that he was struggling to speak calmly as he wished her happiness. Her anger flared hot against Alester for his brutality. He had acknowledged on more than one occasion that he knew Dan loved her. Jerry knew that he had struck in jealousy.

Alester ignored the fiery look she turned upon him. He was in a black mood. He hadn't wished to take his bride-to-be to Leontine's party, but the latter had brought pressure to bear. . . . threats had compelled him. Leontine had not hesitated to use the one weapon she knew would bring him. It was fear.

Alester had bent before her power. But it was only after he had capitulated that he began to try to analyze Leontine's motive—her real motive. . . . the one she had given him was only a flimsy pretext. He realized on second thought. . . . why should she wish to "honour" Jerry?

Fear began to creep over him. Dan was leaving. . . . he had not congratulated Alester. Suddenly the latter strode up to him and put out his hand.

"Don't be in a hurry, old man," he said cordially, and carefully avoided looking at Jerry.

Dan hesitated uncertainly before taking the outstretched hand.

"Why not come along with us?" Alester went on, his voice taking on a growing eagerness. "We're three now; a friend of Jerry's is going—you can have the rumble seat."

"Oh, you're driving?" Dan said, but not as stupidly as it appeared. He wanted time to get his bearings. He knew Alester well enough to recognize the symptoms of diplomacy that generally developed when he wished to cover an ulterior purpose. Something was wrong with the man; his eyes were bloodshot and his lips twitched.

He looked inquiringly at Jerry. In his hesitation she read a desire to have her endorse Alester's invitation. She couldn't understand

INTERPORT REGATTA.

HONGKONG TO PARTICIPATE AT CANTON.

Shameen, Sept. 20.
The rowing season is opening here and the Canton Rowing Club have sent out invitations to the Royal Hongkong Yacht Club and the Victoria Recreation Club to take part in an Interport Regatta to be held in Canton on Saturday, November 16th. Both these Clubs have accepted the invitations, though it is not yet known in which events they will compete.

A tentative programme has been drawn up as follows:—Senior Fours (1 mile), Junior Fours (1 mile), Griffins Fours (1 mile), Veterans Fours (¾ mile), Senior Pairs (¾ mile), Junior Pairs (¾ mile), Griffins Pairs (¾ mile), Double Sculls (¾ mile).

The Senior Fours will be rowed for the Cameron Challenge Cup which is actually in the possession of the Canton Rowing Club, which won it at the last Regatta held here on 19th January, last.

The Junior Fours will row for the Hongkong Telegraph Challenge Cup which was taken to Hongkong by the crew of the R.H.K.Y.C. in the same Regatta last January.

All members of the Clubs are eligible to row in the Senior events. Only those who have never won any Senior event will be eligible to row in Junior events; whilst Griffins events will be confined to crews consisting of members who have never rowed in any race before. Only members over forty years of age are eligible for the Veterans Fours. The Double Scull event will be open to all members.

It is too early yet to forecast any of the Canton crews though the Captain of Rowing of the Canton Rowing Club will undertake the selecting and training of the crews. It is expected that for the most part the crews that rowed in Hongkong in April will remain unchanged.—Our Own Correspondent.

POLO MATCHES.

SOMERSETS WIN AGAINST "TYPHOONS."

Further progress was made yesterday in the polo tournament for the Lady Stubbs' Cup, presented to the Hongkong Polo Club for competition, when two matches were played. Both resulted in narrow victories.

The favourites, the Somerset Light Infantry team, registered another win, their opponents being the "Typhoons," whom they beat by two goals to one.

The other game was between the Gunners and the K.O.S.B. "B" the match ending in a victory for the former also by two goals to one.

HOCKEY CLUB TRIAL.

MATCH AT KING'S PARK ON MONDAY.

The following are the teams for the Hongkong Hockey Club's trial match which will be played at King's Park on Monday at 5.30 p.m. and not at 4.30 as previously announced:

Whites: W. Borrowman, R. R. Todd, L. F. Nicholson, Danby, A. R. Botelho, L. A. R. Duncan, Lennox, Fox, G. E. R. Divett, Dale and H. Marlow.

Colours: C. L. Gregory, G. Rankin, F. R. Rowell, Lasender, W. R. Greenhalgh, E. R. West, Ross, E. W. Skipp, H. V. Parker, McDougal, and R. D. Beaumont.

TENNIS TOURNAMENT.

The Mixed Doubles and Men's Doubles Handicap tournaments, organised by the Tennis Section of the Kowloon Football Club, are to be played off on Sunday, September 29th. Games are scheduled to commence at 10 a.m.

why he should want to torture himself, but she could not bear to send him away with that pain in his eyes. It would haunt her forever.

"Do come," she said softly, and put a hand on his arm.

"Do you really wish it?" Dan asked.

Jerry's lips framed the word yes.

Still Dan was undecided. He did not want to accept, yet he could not ignore a sense of impending trouble.

"Where is the party?" he asked. "You see I'm not dressed for anything formal. I don't believe I'd better crash in like this, Jerry."

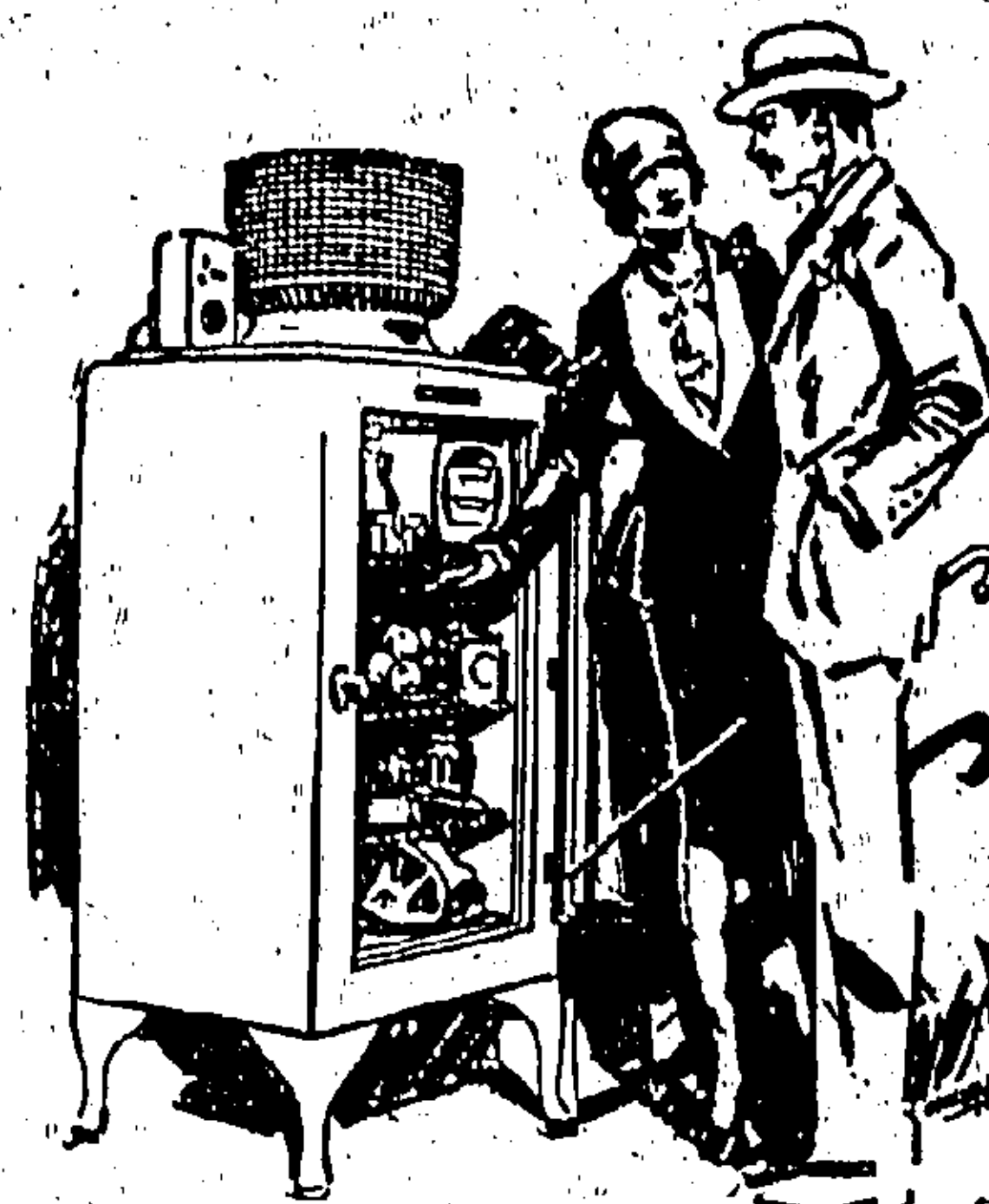
Alester took him by the arm and attempted to lead him to the door without replying to Dan's question, but Jerry's words came too quick for him.

"We're going to The Rolling Stone Inn," she said.

Dan halted and turned to face her with the queerest expression she'd ever seen upon his countenance.

(To Be Continued.)

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M. BLERIOT ON HIS
"ISLANDS.""HOLIDAY" RESORTS" IN
ATLANTIC OCEAN.Paris, Aug. 18.
M. Louis Bleriot in an interview in the Paris *Midi* elaborates his scheme for a transatlantic aeroplane service.

M. Bleriot's idea is that a single stage flight, or even one made with a stop at the Azores, is out of the question, and that the only means of securing any degree of safety is the establishment of a chain of floating islands between America and Europe, where aeroplanes can land for refuelling or repairs.

The islands would be spaced at intervals of 300 miles, and provided with all the necessities of a modern aerodrome as well as hotels. M. Bleriot suggests that they might be developed as a kind of seaside resort which would have a special attraction for Americans in being free from liquor laws.

The constitution and government of the islands would be regulated by international statute. M. Bleriot realises, of course, that the aeroplanes would not necessarily land on each island, the size of the "hops" being determined by their own qualities and circumstances.

Detailed Plans.

Detailed plans for these floating air ports are already in existence, but not having found sufficient support in France M. Bleriot has had to look for backing in America. He has found a collaborator in an American engineer called Armstrong, from whose design a floating island of the kind envisaged by Bleriot is being constructed and will shortly be completed.

M. Bleriot is now occupied, and has been occupied for some time, with designing a type of aeroplane suitable for his scheme. The ideal machine, in his opinion, is a large land plane driven by four motors and capable of carrying a big load of passengers and mail. In the case of coming down on the sea between two islands the wings and motors automatically detach themselves from the body, which is like a lifeboat and is made to float in any weather. This is considered a better safeguard against the risk of a forced descent than the use of hydroplanes, which are easily sunk by waves.

M. Bleriot is convinced that the future of aviation is in the aeroplane and not the dirigible though he admits that the two new British airships destined for the air-line between England and India may show themselves more practical than the Graf Zeppelin, in being easier to handle.

PRINCESS SHOT IN HER
CAR.MURDER ATTEMPT ON
ARCHDUCHESS.Prague, Aug. 6.
An unsuccessful attempt to murder Princess Elisabeth Windischgrätz, granddaughter of the late Emperor Franz Joseph, is reported from Ljubljana (Ljubliana, in Jugoslavia).

It is stated that when the Princess was returning to her castle at Ljubljana, near Ljubljana, a shot was fired at her motor-car.

The windows were smashed, and the Princess was slightly injured about the face.

The Hapsburg Archduchess Elisabeth, who is the daughter of the late unhappy Crown Prince Rudolf and the Belgian Princess Stephanie, has led an amazing life.

When the Princess met and fell in love with Prince Windischgrätz in 1901, the Emperor Joseph insisted that they should neither meet nor write each other for a year.

The condition was kept and the Royal couple married, despite the Emperor's belief that it was a messianic.

Soon remarkable stories of love intrigues were afoot, and later the Prince asked for a divorce, alleging that his wife's affection had turned to hatred.

After a trial lasting four years, the Prince won his suit and was given custody of the two children.

At Schoenau Castle there were lively scenes when an attempt was made to force the mother to give up the children.

Twenty gendarmes with fixed bayonets went to the castle, but the estate workers protested and a fight seemed imminent, when the mayor obtained the postponement of the putting into execution of the court's order.

She once wrote of her husband: "The class of aristocrat who is ridiculed both by the stage and the Press; in short, a weak-minded, morally undeveloped, cowardly fop."

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness, a breakdown, as it were, of the vital forces that sustain the system. No matter what may be its cause (they are almost countless), its symptoms are much the same: the more prominent being a general sense of prostration or weariness, depression, a sense of want of energy for all the ordinary affairs of life. Now what is the remedy? It is to be found in a course of treatment which will restore the vitality, vigor, and energy to the system, and as a result of this, the patient will be able to do his work, and as a result of this, the patient will be able to do his work, and as a result of this, the patient will be able to do his work.

THERAPION NO. 3

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The United States Army will, during the present training season, conduct experiments with an infantry formation built up on much the same lines as the two Brigades of the British Army, one of which belongs to the 2nd Division at Aldershot and the other to the 3rd Division on Salisbury Plain.

In both armies the desire is to produce the maximum striking power and sustained effort without losing mobility. No permanent changes in the organization of the United States Army are contemplated until after the experiments, which are intended to give a practical test to the progressive studies made by the various schools of thought on the proper organization of an efficient combat division.

The *Morning Post* Washington Correspondent states that two general types of organization for experiment have been decided upon. In both types the Infantry of the division will comprise two brigades of two regiments. The regiments will be composed of three battalions, while the howitzer company will be eliminated and its three platoons distributed among the battalions.

In the first type to be tested, the battalion will comprise four rifle companies and one machine-gun company, the howitzer platoon being incorporated in the headquarters company of the battalion. In the second type tested, the battalion will have two rifle and two machine-gun companies with the howitzer platoon in the battalion headquarters company.

The rifle company will comprise four platoons, tentatively, three platoons being magazine rifle platoons of six squads each and the fourth platoon an automatic rifle platoon of 24 automatic rifles, organized into six squads. The machine-gun company will comprise four platoons, three platoons armed with four calibre .30 machine-guns each and the fourth platoon armed with four calibre .50 machine-guns.

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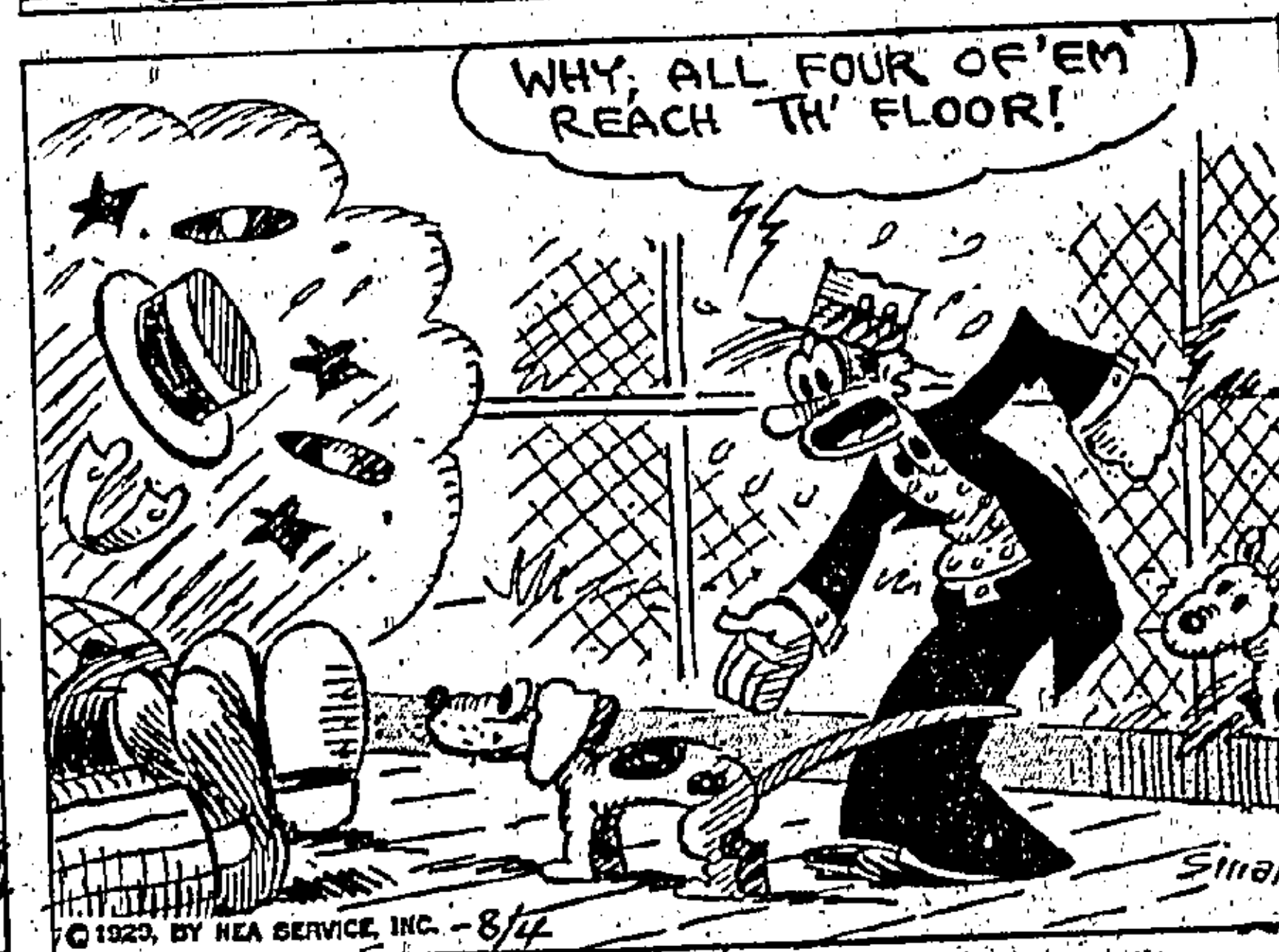
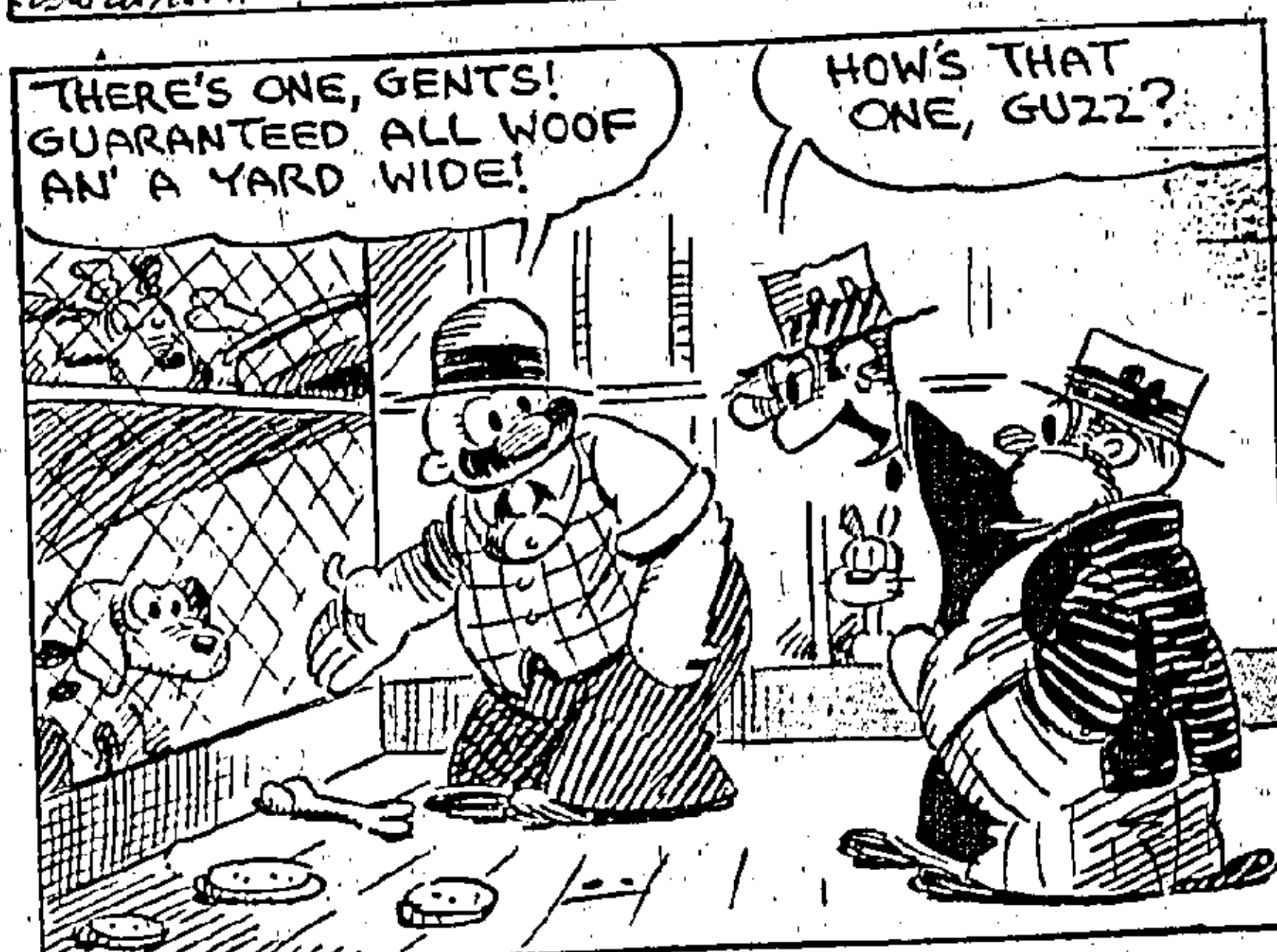
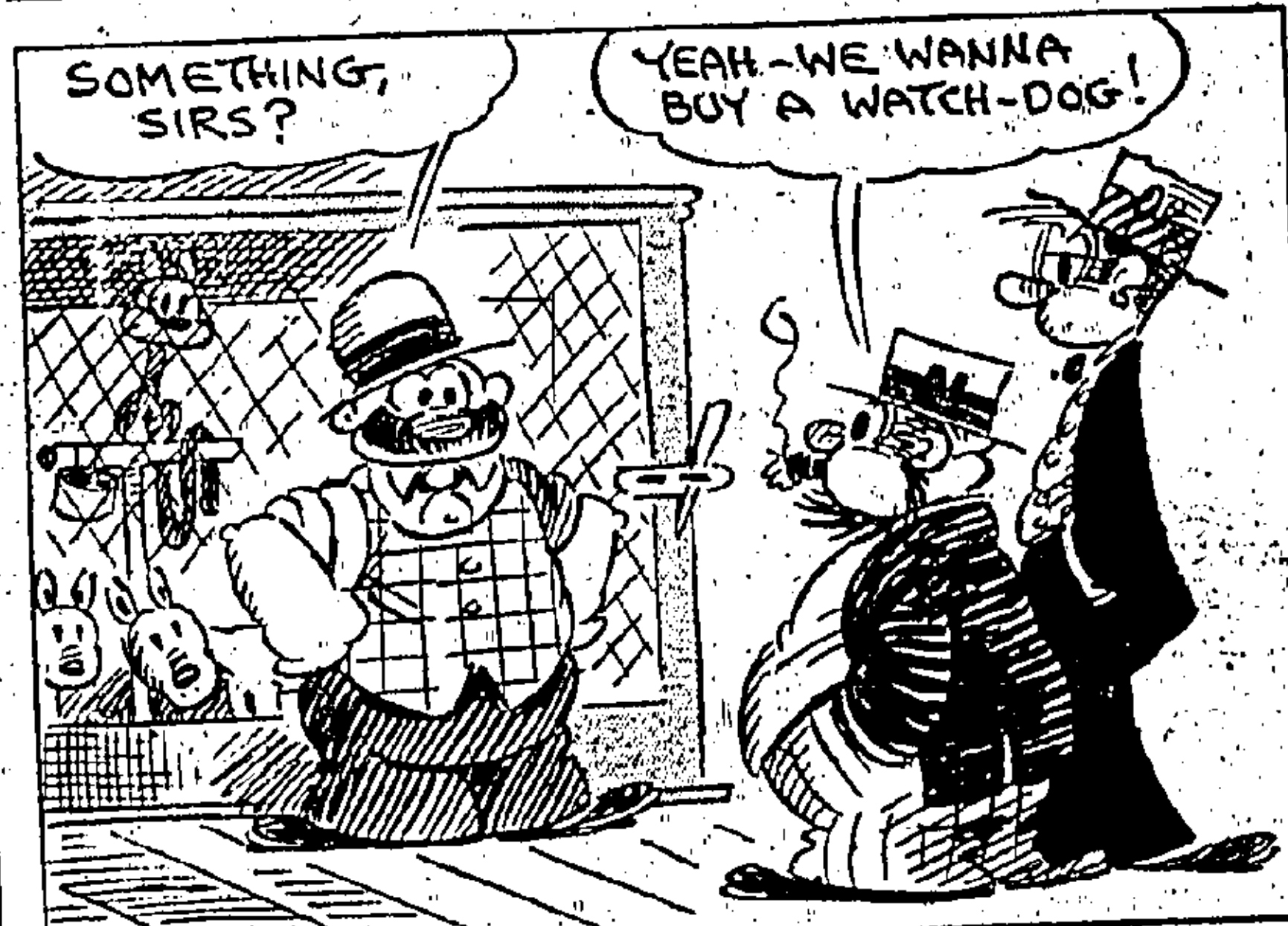
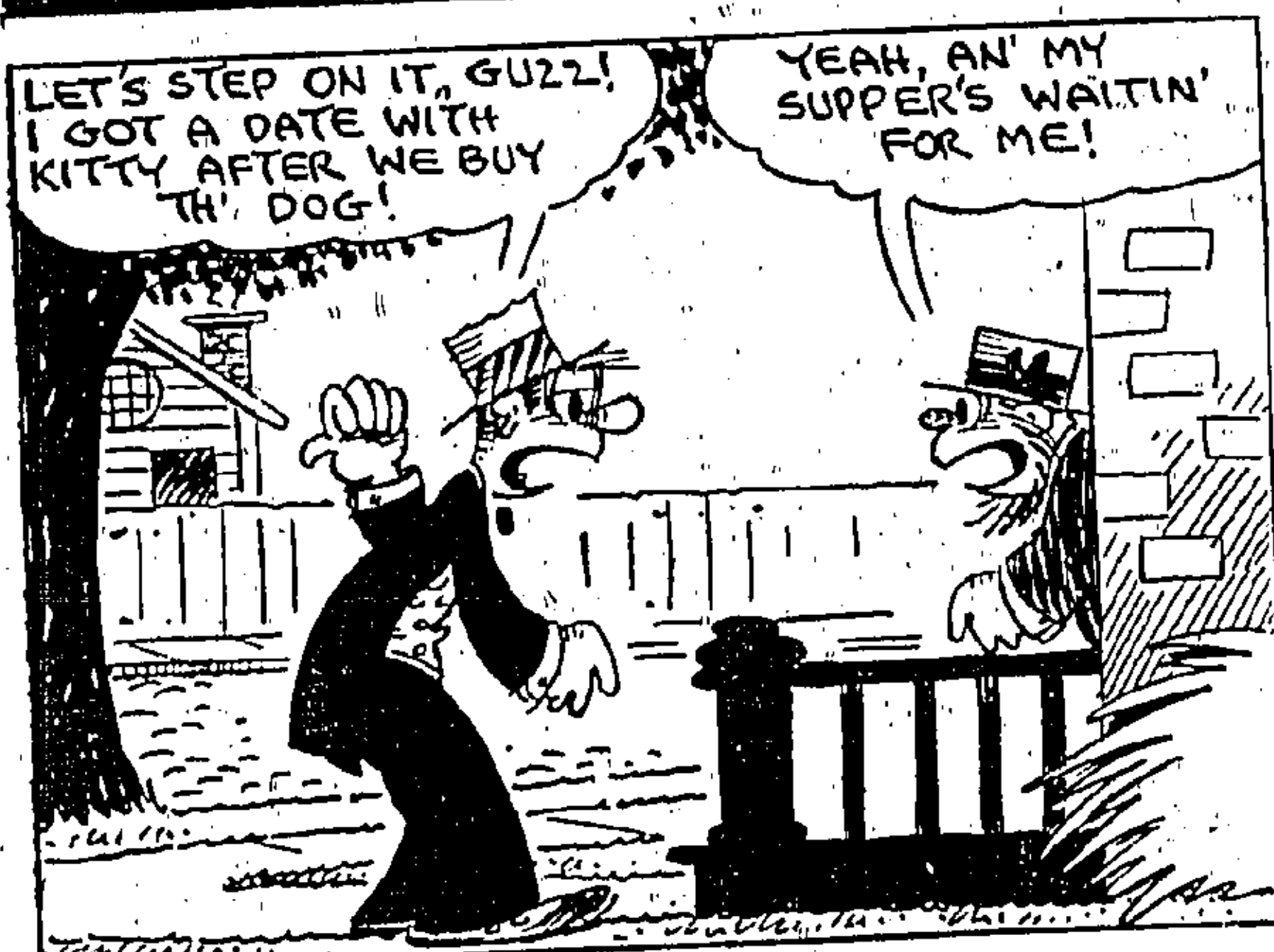
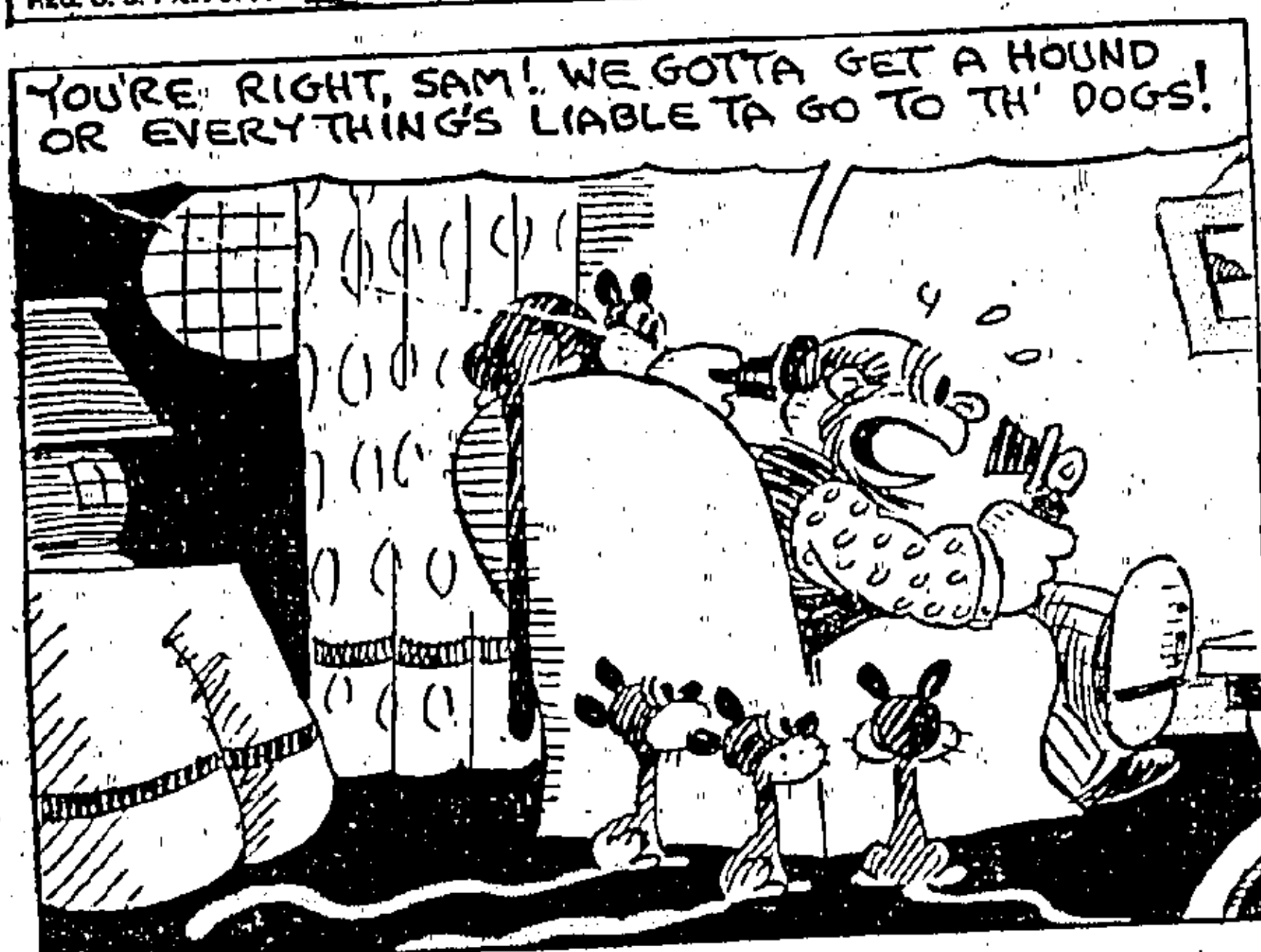
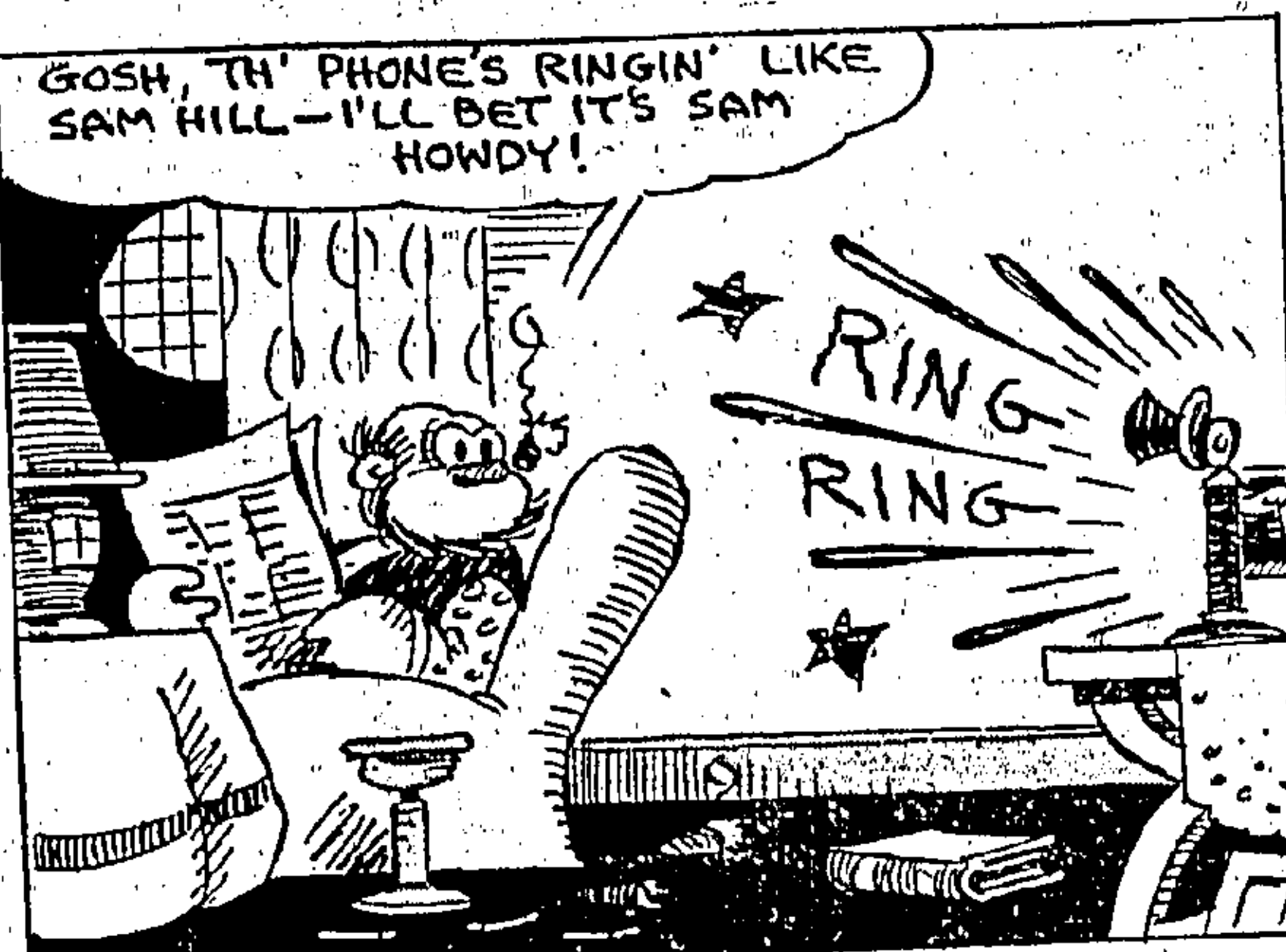
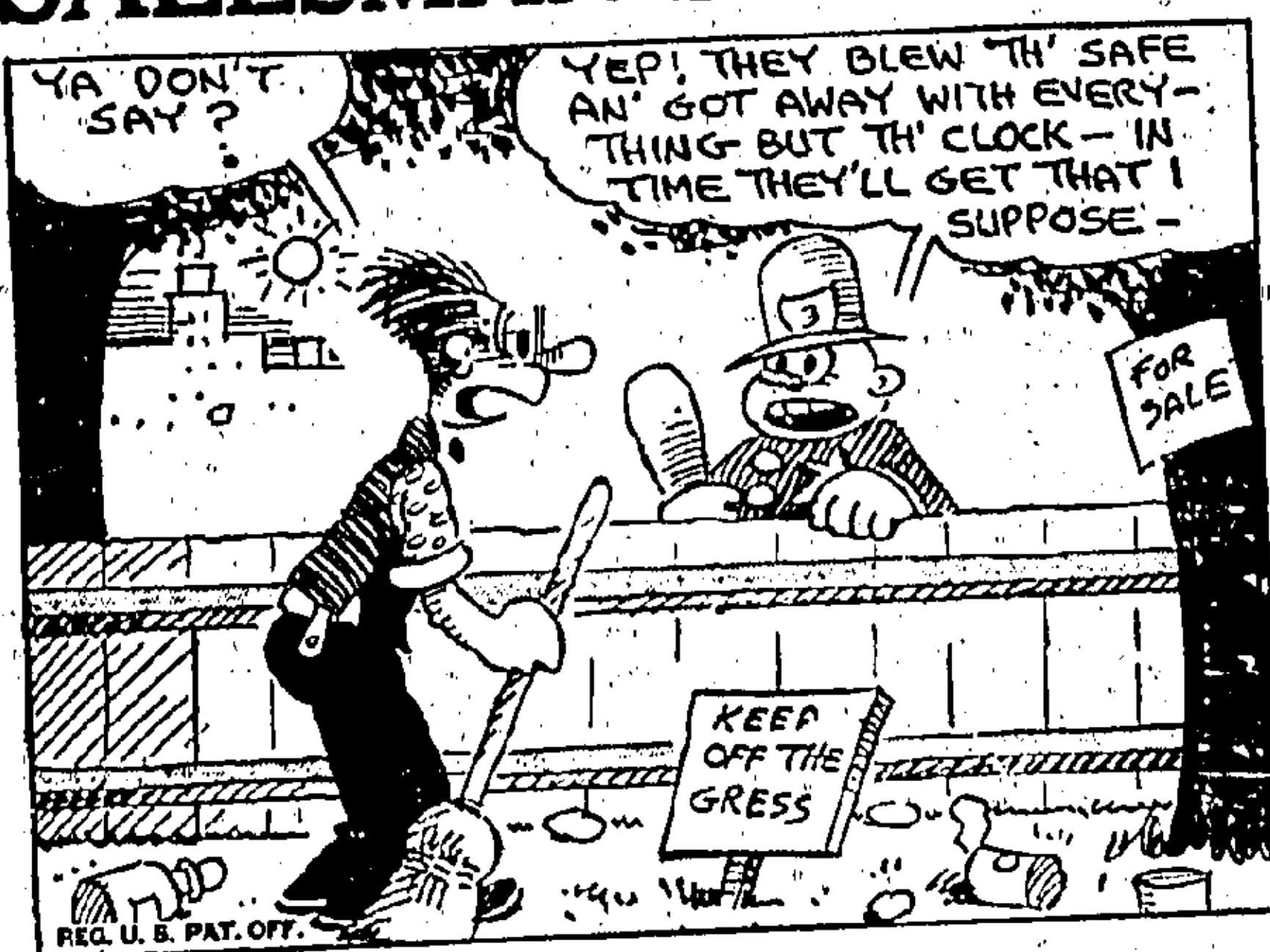
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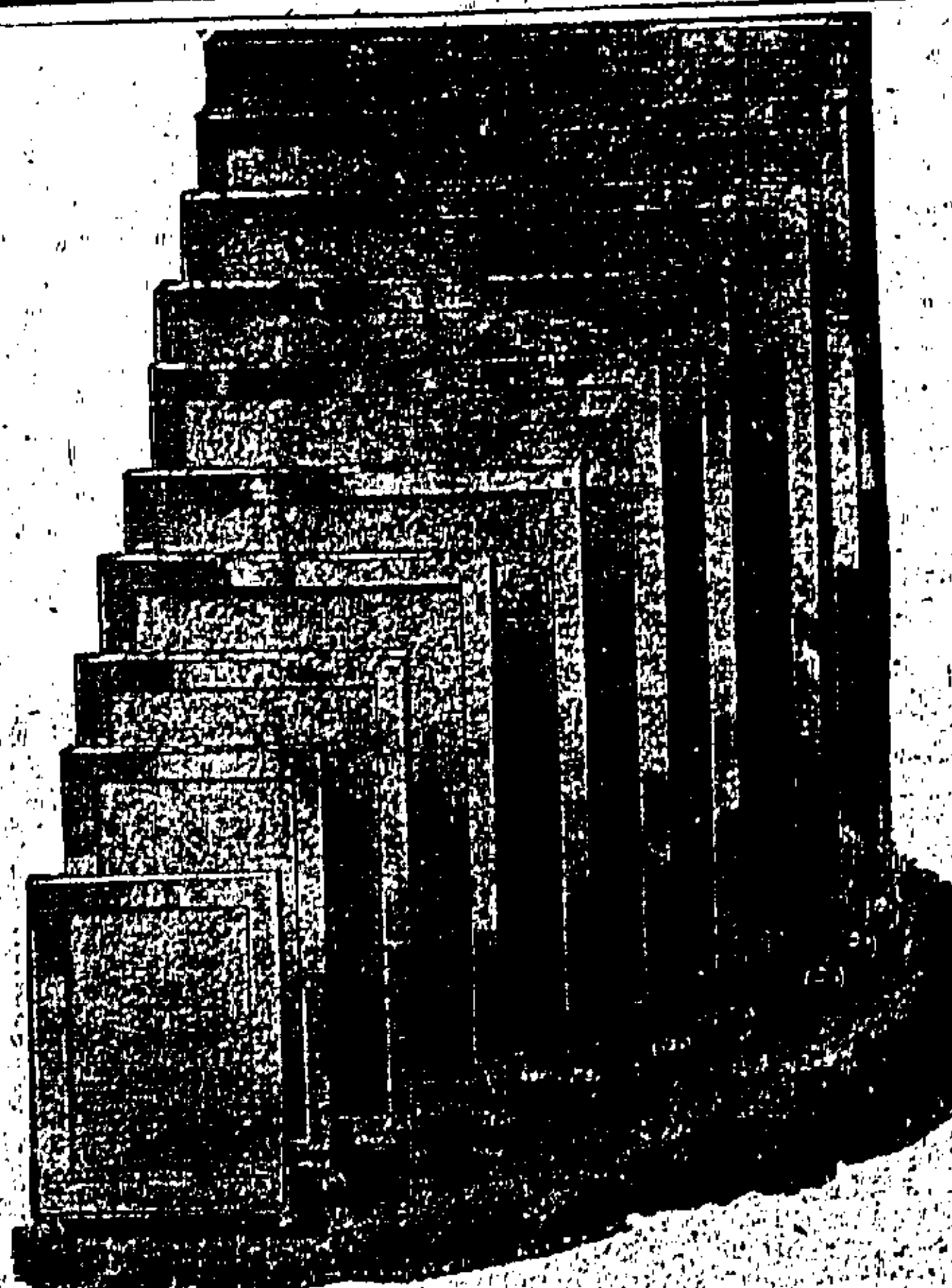
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HIGH COST OF THE LAW.

JUDGE'S STRONG PROTEST.

The increasing cost of litigation was the subject of strong comment by Lord Justice Scrutton in the Court of Appeal recently. His Lordship in the course of the case, had the estimate of costs read out "in order that it might be made public."

The case at hearing was an appeal by Mr. Gilbert Rolland Williams, of High Park-gardens, Kew, and Lord Redesdale from a judgment of Mr. Justice Hawke, reversing an order made by the Master with regard to the security for costs to be found by Ena Friscilla Marchioness de Andia-Yrarraval, wife of the Marquis de Andia-Yrarraval, who was described as the European head of one of the oldest and noblest Houses in the Spanish nobility.

The Marchioness alleged that she had been slandered, and the defendants denied that they uttered the words complained of. In order to prevent her action being remitted to the County Court for trial, she agreed to pay £50 as security for costs.

On the application of Lord Redesdale and Mr. Williams, the Master ordered that she should find additional security for the costs of the defendants in the sum of £200 each. On appeal Mr. Justice Hawke reversed that order, and the defendants appealed.

Mr. Oliver, for Mr. Williams, said that the evidence, filed by the Marchioness showed no visible means of paying the costs if she lost the action. Master Jelf had required an estimate of the costs to be prepared for him.

"Preposterous," Lord Justice Scrutton—I am very much interested in this. When I went to the Bar ten and two would have been the fee for a leader in such a case. The estimate ought to be made public. Mr. Roland Oliver then read estimates of the costs of the trial. Solicitors for Mr. Williams estimated the costs at: Discovery, £5 10s.; Interrogatories, £10; Costs of trial, including instructions on brief, £60; Brief fee for leader, £80; Brief fee for junior counsel, £53.

In the case of the other defence the largest of the figures were: Leading counsel, £100; Junior counsel, £70; Instructions on brief, £75.

Lord Justice Scrutton—Surely it is perfectly preposterous to say that in an English Court the proper fee for leading counsel in such a case is £100. There may be leaders so good that clients will pay £100 for them. But to say you can't come into Court without paying £170 to counsel and £70 to solicitors is outrageous.

"When I came to the Bar a leader's fee, unless he were a super-luxury, was ten guineas and two for the consultation. It is a long time ago, I agree. If the taxing masters allow anything like this, the sooner they stop it the better."

"Ridiculous Figure." Mr. St. John Field, for Lord Redesdale, submitted that a solicitor had to protect his client. If he did not provide him with adequate counsel, he was likely to get into very serious trouble. Here we have this lady, who claims to be the wife of the Marquis, who is head of one of the oldest and noblest houses in the Spanish nobility.

Lord Justice Scrutton—The alleged slander being that she is not married to her alleged husband and that she is no better than she should be.

Mr. Field—The only issue is whether the words complained of were spoken or not. He asked the Court to say that the costs must very greatly exceed the £50 for which security had originally been given.

Lord Justice Scrutton said that in such a case as this the Master had only jurisdiction to make one order as to security. The parties were never intended to have the right to ask him to make two bites at the cherry, and to order the plaintiff to give further security for costs after she had once given security as a condition of prosecuting her action in the High Court. The appeal would, therefore, be dismissed.

"I do desire to say," added the Lord Justice, "that it is a matter which requires serious public attention if it is suggested that in a small slander action the defendants must pay the ridiculous figure for costs mentioned in the affidavit. One of the defendants says, 'I propose to pay a leader £100, a junior £70, and to charge £75 for my costs of preparing the brief.' The other defendant is not quite so generous. He proposes to pay a leader £80, a junior £53, and to charge £60 for instructions on brief."

"If that were the standard of legal remuneration, the Law Courts would close at a very early stage, because the costs of litigation set up by the legal profession would be so extravagant that ordinary people could not get justice in the Law Courts."

"I think these figures are not

CANTON TENNIS.

SINGAPORE PLAYERS DEFEAT THE LOCAL STARS.

Canton, Sept. 20.

At the Municipal Athletic Club yesterday, the Singapore players, Lim Bong-so and John Lim, played a brilliant doubles game against two of the Canton stars, H. C. Ma and C. M. Ho, winning by three straight sets, 7-5, 6-2, 6-2.

The two Lim men-manoeuvred their opponents in all departments of the game. Occasionally, the latter would show streaks of brilliancy, but the steadiness and fine placing of the Singapore men were too much for them. Without disparaging the play of the visitors, it must be said for the Canton pair that this was the first time they played together, while their opponents have been partners ever since their arrival in Hong-kong, where they have beaten the best pair of the Colony.

In the evening, the Singapore visitors were entertained to dinner at the Nam Yuan Restaurant. Mr. Hau Chung-ying, the acting Chairman of the Provisional Government, Admiral Chan Chak and representatives of the Chung Shan University and other athletic associations, made appropriate speeches, the general tenor of which was the warm welcome extended by the city to the overseas representatives, and the hope that this visit would be repeated in the future by other groups of athletic representatives, inasmuch as they lead to a closer union between the motherland and the overseas emigrants; and also to the encouragement and promotion of sports not only in Canton but throughout the country, which may lead eventually to China's being represented in the world's Olympic Games.

Admiral Chan Chak will be host this evening to the visitors at the Naval Headquarters.

Canton News Agency.

RED BANK MYSTERY.

£200,000 OF WORKERS' SAVINGS MISSING.

Paris, Aug. 15.

Deposits amounting to £200,000, the savings of hard-working but gullible people influenced by Communist propaganda, are missing from the Workers' and Peasants' Bank.

The bank was founded in Paris by the Bolsheviks to "prevent the workers from being seduced by capitalist bankers," but in reality, it is alleged, to provide funds for Communist leaders.

A magistrate and accountants, escorted by 150 police, visited the premises this morning with the head manager and his legal advisers. The only cash found was £540, which was taken to the Prefecture of Police.

The bank is charged with breaches of the law. Many deposits entered in the names of Communist leaders are said to be fictitious. The books showed that there should have been £224,000 on deposit, but actually only £24,000 had been paid in.

the standard allowed by the taxing master. If they are, the sooner the practice is altered the better. If it had been a question of amount, I should have thought the estimates put forward for costs were grossly extravagant, and ought not to have been acted upon by an official of the Court. But I dismiss the appeal on the other ground."

Lords Justices Greer and Russell concurred.

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PURE THICK CREAM

In the HOTTEST WEATHER

WHEN you use Nestle's Cream you need never worry as to its condition. In the hottest weather you know it's fresh.

And remember Nestle's Pure Thick Cream is not as substitute for cream. It is the actual cream itself with this advantage—it is untouched by hand from the moment it leaves the cow until you open the tin.

There is an interesting Recipe Book which we should like to send you entitled "The Cream of Creams." A postcard request will bring this by return. Will you write for it now?

NESTLES.
P.O. Box 351 Hong Kong.
In the meantime tell the boy to get

NESTLE'S CREAM

WANTED: £600 A YEAR GIRLS BUT NO POWDER AND PAINT FLAPPERS!

Wanted: At salaries of £300 to £600 a year, women who are prepared to rough it. Paint and powder flappers need not apply. This is the requirement of the Overseas Nursing Association, which is anxious to enroll competent nurses to carry on its heroic work in the lonely outposts of Empire.

Here are a few of the necessary qualifications for applicants: Minimum age 27. Character and good education. Capacity to suffer hardships. Fearlessness in face of danger. C.M.B. and general nursing certificates.

"We have vacancies for really competent women," the secretary of the association, Miss Turner, told a Press representative. "The work offers a first class opening for girls with the spirit of adventure and a real love for humanity."

Lonely Treks Over Ice.

An example of the type of work that prospective applicants must be prepared to undertake is that in the case of Miss Summers, of Worthing, now on her way to take up nursing work at Nain, a little Moravian Mission station on the coast of Labrador.

For eight months in the year the station is icebound, and during the winter months are only received once every six weeks.

Miss Summers will be at once doctor, dentist, and district nurse to the Eskimos and settlers for a radius of many miles, and will have to do her lonely rounds over the ice by dog sleigh.

Drive a Trusty "TRIUMPH" the Motor that never fails you

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Reserve Fund £1,000,000

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BRANCHES: Bombay, Calcutta, Ceylon, Colombo, Hongkong, Karachi, Madras, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

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General Exchange and Banking Business transacted. Loans and advances granted on approved security. Current and Fixed Deposit accounts opened.

SAVINGS BANK ACCOUNTS:—Interest allowed 3 1/2%.

Passengers travelling Hongkong and other ports are advised to obtain a Letter of Credit from us, which can be used through the Purser of any P. and O. or R. M. S. Steamer or at any of the Branches of the Corporation.

Wm. J. HARRINGTON, Acting Manager.

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(Netherlands Trading Society.)

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Branches: Batavia, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hongkong, Java, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Siam, Soerabaya, Sumatra, Tientsin, Yokohama.

* These offices have safe deposit boxes to let. London Bankers: National Provincial Bank, Ltd.

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F. M. KILBECK, Manager.

Hongkong, 24th May, 1929.

HONGKONG SAVINGS BANK.

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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

A. C. HYPER, Chief Manager.

Hongkong, 10th September, 1927.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) £1,000,000
Reserve Fund £1,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Alexandria, Amoy, Batavia, Benares, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Siam, Soerabaya, Sumatra, Tientsin, Yokohama.

Interest allowed on Current Accounts. Deposits accepted for fixed periods at rates to be obtained on application.

H. MORI, Manager.

Hongkong, 11th September, 1929.

BANK OF CHINA.

SPECIALY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 2ND OF NOVEMBER, 1917.

Authorized Capital £1,000,000
Paid-Up Capital £1,000,000
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HEAD OFFICE: Peking.

HONGKONG BRANCH.
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NEW YORK BRANCH:—The Irving National Bank.

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Interest allowed on Current Accounts and Fixed Deposits. Terms on Application.

Every description of Banking business transacted.

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SHOU J. CHEN, Manager.

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Interest allowed on Current Accounts and Fixed Deposits at rates that may be obtained on application.

C. L. C. HANDELS, Manager.

Hongkong, 19th July, 1922.

SHAMEEN PRINTING PRESS

AGENTS FOR

The Hongkong Telegraph

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THE BANK OF CANTON, LIMITED.

ESTABLISHED 1812.

Head Office: Hongkong.

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BRANCHES: Canton, Shanghai, Hankow, Swatow, Hongkong, New York and San Francisco.

LONDON BRANCH:—The Bank of China, Ltd.

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Safe Deposit Boxes (various sizes) at a yearly rental of from 40 to 100.

LOOK FOONG SHAM, Chief Manager.

Hongkong, 19th February, 1927.

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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$283 to \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Taiyo Maru	Wednesday, 16th Oct.
	Tenyo Maru	Wednesday, 30th Oct.
SEATTLE, VICTORIA via Shanghai & Japan Ports	Yokohama Maru	Monday, 23rd Sept.
	Mitsushima Maru	Monday, 21st Oct.
LONDON, ANTWERP, & ROTTERDAM via	Singapore, Penang, Colombo & Suez	Saturday, 21st Sept.
	Kioto Maru	Saturday, 21st Oct.
	Hankow Maru, Caim Hull	Saturday, 21st Oct.
SYDNEY, MELBOURNE via Manila & Peking	Taiyo Maru	Wednesday, 25th Sept.
	Kioto Maru	Wednesday, 23rd Oct.
BOMBAY via Singapore, Penang & Colombo	Tokyo Maru	Friday, 27th Sept.
	Awa Maru	Friday, 11th Oct.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,	Los Angeles, Mexico & Panama	Tuesday, 24th Sept.
	Rakuyo Maru	Tuesday, 24th Sept.
SOUTH AMERICA (EAST COAST) via Singapore	Capetown & Ports	Tuesday, 24th Sept.
	Kanagawa Maru	Tuesday, 24th Sept.
NEW YORK, BOSTON, HAVANA via Panama	Toba Maru	Tuesday, 1st Oct.
	Teisban Maru	Friday, 11th Oct.
LIVERPOOL via Port Said, Constantinople	Genoa & Marseilles	Friday, 11th Oct.
	CALCUTTA via Singapore, Penang & Rangoon	Wednesday, 9th Oct.
	Genoa Maru	Wednesday, 9th Oct.
SHANGHAI, KOBE & YOKOHAMA	Bongal Maru	Friday, 27th Sept.
	Tango only	

Reduced 1st class Excursion Rates quoted between Manila and Australia.
For further information apply to: NIPPON YUSEN KAISHA
Tel. Central Nos. 292, 3897 and 3821. (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamers	Sailings
TO TSINGTAO via SWATOW & SHANGHAI	Hopsang Chakang Yatsing	Sun. 22nd Sept at 10 a.m. Wed. 25th Sept at 10 a.m. Sun. 29th Sept at 10 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Namsang Yuchsang Suisang	Mon. 23rd Sept at 7 a.m. Thurs. 3rd Oct at 10 a.m. Thurs. 17th Oct at 10 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Hosang Kutsang	Wed. 25th Sept at 3 p.m. Fri. 4th Oct at 3 p.m.
TO SANDAKAN	Hinsang Mausang	Wed. 2nd Oct at 3 p.m. Thurs. 10th Oct at 10 a.m.
TO TIENTSIN via WEI-HAI-WEI, CHEONGSHING & NEWCHANG	Chongshing	Tues. 24th Sept at 10 a.m. Fri. 4th Oct at 10 a.m.

For freight or passage apply to: JARDINE, MATHESON & CO., LTD.
Telephone 215. Central General Managers.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO. LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Company's Vessel.

"AENEAS"

From UNITED KINGDOM via SINGAPORE
are hereby notified that their cargo will be discharged into Hols' Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Hols' Wharf. The Cargo will be ready for delivery from Godown on and after 20th September.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried or from port to port to the final point of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 20th September, 1929.

EXPERT MASSEUR.

Madame E. AKAI.

Madame H. MORITA.

125, Erny, East, (Opp. Bank),
Tel. No. 02101. (Opp. Bank).
Nervousness and all kinds of
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building and engineering work.
Complete stock. Best Terms.
Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1880.

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Phone 515

CONSIGNEES' NOTICE.

N.Y.K. LINE.
(NIPPON YUSEN KAISHA.)
From EUROPE and STRAITS.

The Steamship,

"TOYOOKA MARU".

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 27th Sept., 1929, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 20th Sept., 1929.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, LONDON AND STRAITS.

The Steamship,

"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All claims against the steamer must be presented to the Under-
signed on or before the 6th October 1929 or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by Messrs. Goddard and Douglas.

No fire insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO. LTD.,
Agents,
Hongkong, 16th September, 1929.

THE CHINA COAST.

RECENT CHANGES AND APPOINTMENTS.

Captain A. F. Summerfield, from reserve, has gone master, Kueichow.
Mr. H. E. Woodstock, late chief officer, C. N. Co., is deceased.
Mr. M. Byrne, second officer, Shansi, has gone second officer, Soochow.
Mr. S. D. Johnson, from reserve, has gone second officer, Shansi.

Captain A. N. Taylor, of the Shansi, has gone master, Tean. Captain D. D. Richards, of the Tean, has gone master, Shansi.

Mr. W. A. Orwin, chief officer, Chenan, has gone chief officer, Ngankin.

Mr. M. W. W. McNell, chief engineer officer, Sunning, has gone chief engineer officer, Kintang.

Mr. W. J. Belcher, chief engineer officer, Kintang, has gone chief engineer officer, Hupeh. Mr. J. Gromby, chief engineer officer, Hupeh, is on reserve.

Captain D. Christie, from Home leave, has gone extra master, Siangwo.

Mr. H. R. Cooper has been appointed extra second officer, Leesang.

Mr. J. H. Hodgkins, extra chief officer, Hsin Feking, has gone extra chief officer, Kintang.

Captain L. Jenkins, C. N. Co., is on Home leave.

Captain J. K. Clark, C. N. Co., is on Home leave.

Captain J. B. Bruce, C. N. Co., is on special Home leave.

Mr. D. V. Duncan, chief officer, Ningshan, is on reserve. Mr. P. R. Chestnam, from reserve, has gone chief officer, Ningshan.

Mr. R. Allison, from reserve, has gone chief officer, Soochow.

Mr. J. McWilliams, second officer, Kangting, is on reserve. Shipping and Engineering.

FOREST RESERVES.

KWANGTUNG MADE SPECIAL FORESTRY DISTRICT.

Canton, Sept. 19.
The National Forestry Conference, which was held in Nanking on September 2, under the auspices of the Ministry of Mining and Agriculture, drafted out a programme for forestry reconstruction throughout the country. The Conference paid special attention to the forestry reserves in Kwangtung, and a resolution was passed, establishing this province as a Special Forestry District. It was estimated that the waste land in Kwangtung contains 92% of the entire area, for which reason a Bureau of Forestry should be established. There is already a Bureau in Kwangtung, which, in the opinion of the Conference, should continue to function under the control of the Provincial Government.—Canton News Agency.

STEAMER DELAYED.

COOK DIES ON BOARD THE S.S. FATSHAN.

The death of a member of the crew during the voyage of the s.s. Fatshan from Canton yesterday delayed the arrival of the vessel to her wharf for over an hour. Although she was sighted by those who waited at the wharf shortly after 2 p.m. of Stonecutters, it was not until a few minutes after 4 p.m. that she was tied to her wharf.

Nearly half way to Hongkong, a cook employed on board died suddenly of heart failure, thereby forcing the master of the vessel to proceed to the Quarantine Anchorage on her arrival in port. After waiting for about an hour for the doctor to pass her, the vessel continued on her way and berthed alongside her wharf over an hour behind time.

REBELLIOUS LEADER.

THE DISMISSAL OF GENERAL CHANG FAT-KWAI.

Shanghai, Sept. 20.
A mandate was issued to-day by the Central Government for the dismissal of General Chang Fat-kwai, the Ironside leader, who is alleged to have been plotting against Marshal Chiang Kai-shek and Mr. T. V. Soong.

A few days ago Marshal Chiang ordered the 4th Division of which General Chang is the Commander, to concentrate in the Lungshai Railway district, where a large number of Marshal Chiang's troops were garrisoned. It appears evident that the Central Government learned of a plot among the troops. The present action of the Government is regarded to have nipped the trouble in the bud.

Following the official dismissal of General Chang Fat-kwai, the Central Government has appointed General Wong Chen-kow, who was recently Assistant Commander of the 4th Division, to be the 4th Divisional General.

According to a Japanese report, General Chang Fat-kwai has declared independence.—Wah Kiu Yat Po.

KOWLOON CONCERT.

TO-NIGHT'S PROGRAMME AT THE FOOTBALL CLUB.

The following is the programme of the concert to be given to-night at the Kowloon Football Club:

- 1.—The Symphonic Jazz Gang.
- 2.—The Misses Hind, Duet.
- 3.—"A Desert Song."
- 4.—Mr. Oscar Eager, Humour.
- 5.—Mr. G. McLeod, Song, Selected.
- 6.—The Misses Flo and Nellie.
- 7.—Field, "A Glimpse of Jazz."
- 8.—Dick Barry and a Piano.
- 9.—Interval.
- 10.—The Symphonic Jazz Gang.
- 11.—Mr. V. C. Labrum, "Nuff said."
- 12.—Mrs. G. McLeod, Song, Selected.
- 13.—Mr. H. Mussen and his Banjo.
- 14.—Mr. and Mrs. G. McLeod in duet.
- 15.—The Gang will finish.
- 16.—God Save The King.
- 17.—Accompanists: Messrs. R. Baldwin, A.T.C.L., and A. Spary.
- 18.—Stage Manager: Mr. L. A. Jeeves.

RUSSIAN WAR FUND.

CANTON PLAN TO SOLICIT SUBSCRIPTIONS.

Canton, Sept. 19.
The Committee for the Preparation of a Russian War Fund by subscription from the public held its second meeting on September 18 at 2 p.m. in the Kuomintang Headquarters. The question how to solicit subscription for the fund was discussed for several hours, but no report has been issued.

At the first meeting of the Committee, the following organs and organizations were invited to send representatives to act as executive committee: the Provincial and Municipal Kuomintangs, the Provincial Government, the 8th Route Army Headquarters, the General Chamber of Commerce, the Engineers' Guild, the Women's Suffrage Union, Len Yee Society and others.—Canton News Agency.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
START. STARS. SEARS. SEATS. SLATS. PLATS. PLANS. PLANT.

DRAWING SUCCESSES.

CENTRAL BRITISH SCHOOL CANDIDATES.

At the Royal Drawing Society examinations held in June last, the following candidates from Central British School were successful:

Honours.
Division I.—M. Adam, S. Bander, A. J. Bates, R. Blackmore, N. Branch, E. O. Butler, M. Glendinning, D. Hamblin, V. Harris, R. Holden, B. Hynes, A. Lohovatsky, J. Langley, R. L. Marshall, S. May, A. Miller, A. Moss, N. Moss, M. Poynting, L. Read, H. Reiton, F. Salmon, G. Swan, D. Smith, J. Smith, N. Waldorf, E. D. Wittichell, H. Wyllie.

Division II.—C. B. Bander, S. M. Brown, J. A. Bryson, J. F. Chubb, J. M. Crouch, M. M. Everest, F. R. Fowler, S. A. Fowler, G. M. Freeman, H. Wyllie, J. Gardiner, H. M. Gardiner, V. Grunberg, E. M. Holmway, M. A. Huxford, R. Kirman, Y. M. Langley, J. Lauranson, M. M. McCaw, J. McLeod, R. L. Marshall, D. M. McNaghan, N. Moss, A. V. Owen, R. E. Phillips, V. Forozesh, Poynting, N. L. Kousens, J. Sloan, J. E. Smith, F. R. Stokes, D. H. Taylor, R. B. Wood.

Division III.—A. J. Bates, S. M. Brown, I. Black, R. G. Griggs, R. F. Ingram, R. Kirman, A. J. MacFarlane, J. Miller, D. M. McNaghan, R. E. Phillips, L. Read, J. W. Fairhill.
Division IV.—S. Bander, F. G. Bird, R. Blyth, A. V. Hynes, A. Miller, J. Miller, N. Moss, F. Stokes, N. Whitely, I. L. Woolley.
Division V.—F. Stokes, J. R. Suiter.

Pass.
Division I.—E. Egan, A. Hila, D. Marshall, H. Mills.

Division II.—F. G. Bacon, B. Bone, E. Calvert, D. Egan, W. M. Gardiner, W. R. Hill, P. Mooney, V. D. Raven, L. Salmon, C. Sloan, B. E. Spencer.
Division III.—F. Blyth, G. M. Freeman, V. Grunberg, M. A. Huxford, E. Lyaught, G. A. McNeillie.
Division IV.—D. E. Brooks, J. Gardiner, R. L. Marshall, M. Poynting, J. Smith, I. Shirling, R. B. Wood.

Division V.—E. O. Butler, A. Chester, V. Levkovich, A. Miller, N. Moss, M. Poynting.
Division VI.—A. Chester, V. Levkovich.

TUNG WAH HOSPITAL.

APPEAL FUND NOW TOTALS \$454,679.

The Tung Wah Hospital acknowledges the following further contributions to the Eastern Hospital:

Standard Oil Co. of New York \$ 1,000.00
Further donations from Chinese subscribers which are being acknowledged in the Chinese Press \$ 5,355.00
Amount previously acknowledged \$ 448,324.81
\$ 454,679.81

Further contributions are earnestly solicited.

JAPANESE DUTIES.

EXEMPTION FOR CERTAIN FOREIGN VESSELS.

Tokyo, Sept. 20.
A Departmental Ordinance is being issued on September 21 exempting vessels registered in Britain, and British shipping companies and agents, from business profits duties and income tax, respectively, and those registered in the United States and Denmark from business profits duties.
The Ordinance is to be retroactive from May 12, 1928.—Reuter.

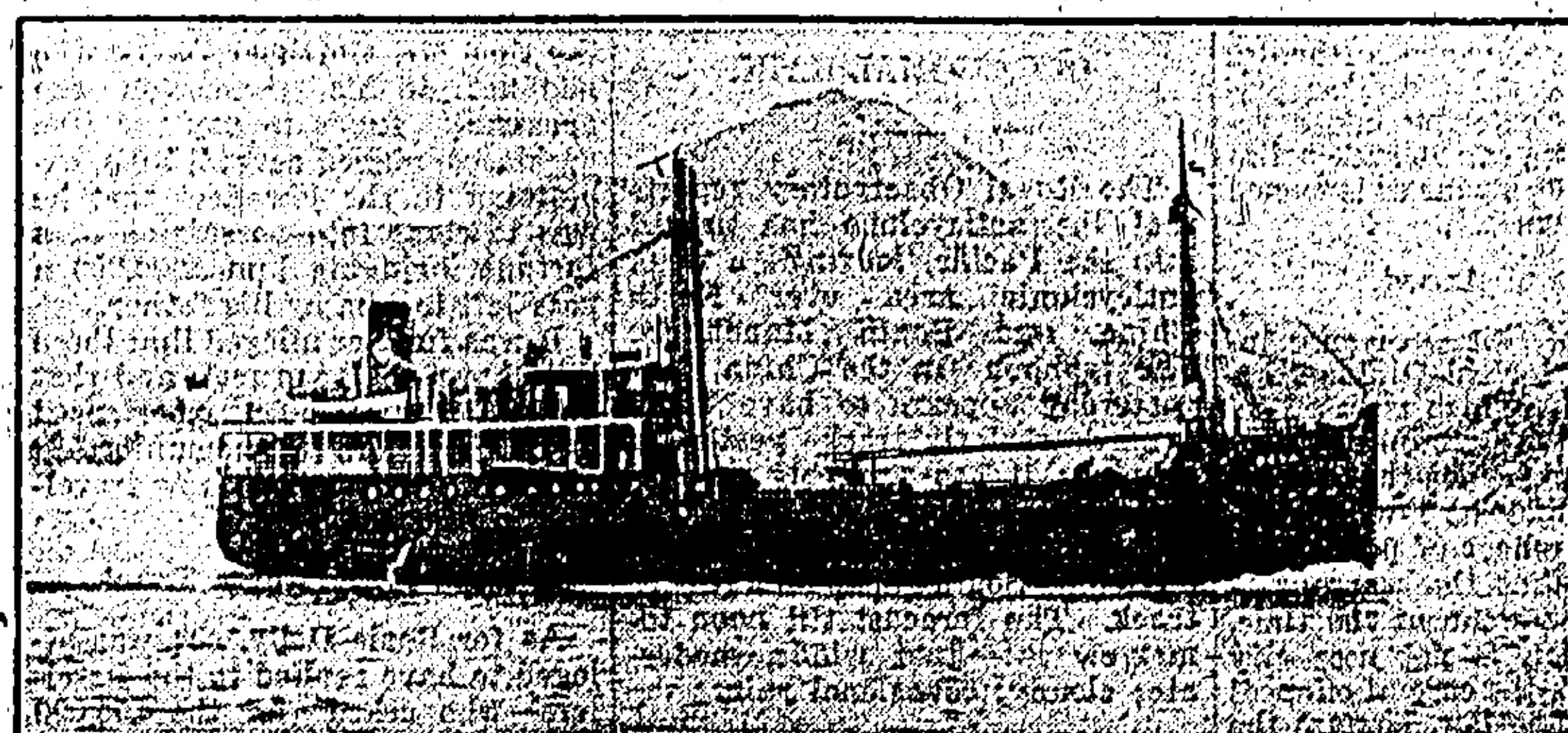
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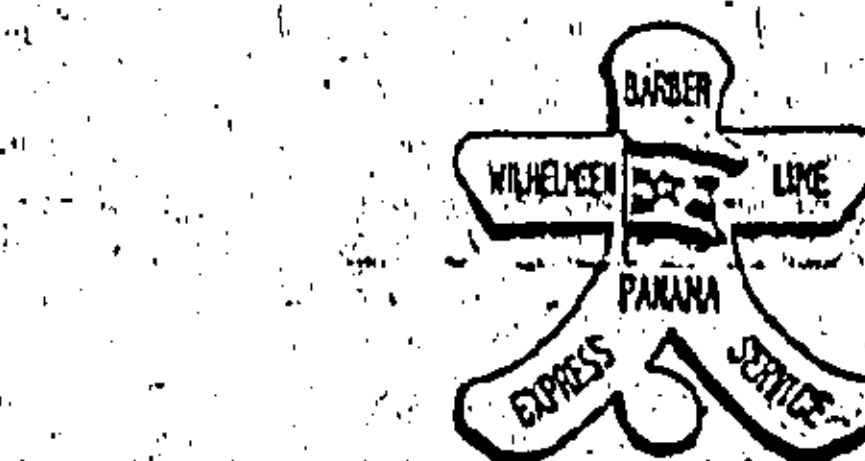
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*MIRZAPORE	6,715	16th Oct.	Straits, Colombo & B'bay
*KALYAN	9,144	26th Oct.	M'les, L'don, Hull, R'dm & A'werp
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TALMA	10,000	18th Nov.	S'pore, Penang & Calcutta
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*NELLORE	6,853	26th Sept.	S'hai, Moji, Kobe & Yoko
*KALYAN	9,144	27th Sept.	S'hai, Moji, Kobe & Yoko
*TALAMBA	8,018	1st Oct.	Amoy, S'hai, Moji, Kobe & Osaka
DELTA	8,097	7th Oct.	S'hai, Moji, Kobe & Yoko
TAKADA	6,949	7th Oct.	Amoy, Moji, Kobe & Osaka
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Hongkong.

THE SITUATION IN MANCHURIA.

RUSSIANS REPORTED TO BE WITHDRAWING.

WINTER SETTING IN.

Harbin, Sept. 20.
Snow fell yesterday at Man-
chull. The situation there has
improved considerably with the
further retreat of Russians from
the frontier. Chinese merchants
at Manchull have donated large
sums for the formation of armed
guards to assist the garrison in
the event of further clashes with
the Soviet soldiers.

The populace in Harbin was
alarmed yesterday by the appear-
ance of a Russian aeroplane
which scouted over Harbin City,
but made no attempt to drop
bombs.

The Chinese authorities have
formed a committee to study and
collect data regarding the extent
of the damage done to the Chinese
towns and villages during recent
Russian incursions.

At Suifenho, the Russians are
said to be retreating, but a
number of them have been digging
more trenches and apparently
preparing fortifications in readi-
ness against the approaching
winter.

A number of trains at Suifenho
have been seized and utilised by
the Russians for the transporta-
tion of military equipment. The
native city of Suifenho has been
deserted by merchants and women,
only the Chinese military, re-
maining to guard the city.

POLICE OFFICERS' NEW TITLES.

(Continued from Page 1.)

very few of them affect the public.
None of them will impose any
obligation on the public. If any
member of the public ever has
occasion to inquire into the
existence of any particular re-
gulation he will always be able
to make inquiry from the superior
officers of the police force.

Taking of Bail.
Section 10 of this Ordinance sub-
stitutes a new sub-section for sub-
section (2) of section 26 of the
principal Ordinance. That sub-
section is open to certain minor ob-
jections. It deals with the question
of taking bail by officers in charge of
police stations.

In the first place, on a strict read-
ing, it enables the police officer
to take bail only "if no magistrate
is in attendance at his office." In
the second place, it provides that
the recognizance must require
the attendance of the accused at
"the earliest time then next after
when a magistrate will be in at-
tendance at his office." In the
third place, the sub-section contains
no provision to the effect that a
prisoner who is not bailed out must
be brought before a magistrate as
soon as practicable.

This last provision does occur
in section 27 of the Magistrates Or-
dinance, 1890, Ordinance No. 3 of
1890, but it is convenient to have it
in the Police Force Ordinance, in
the section dealing with bail. The
new sub-section meets the above ob-
jections. It is practically a copy of
section 22 of the Criminal Justice
Administration Act, 1914, 4 & 5
Geo. 5, c. 58.

New Sub-Section.
Section 11 of this Ordinance adds
to section 26 of the principal Or-
dinance a new sub-section which
is taken from section 45 of the
Criminal Justice Act, 1925, 15 &
16 Geo. 5, c. 86. It provides that
if a prisoner is brought to a police
station and the officer in charge
considers that the inquiry into the
case cannot be completed forthwith,
that officer may discharge the pris-
oner upon his entering into a re-
cognizance to appear at such police
station and at such time as is named
in the recognizance.

Power of Arrest.
Section 12 of this Ordinance in-
serts in the principal Ordinance a
new section 26A which is based on
section 44 of the Criminal Justice
Act, 1925. It provides that a war-
rant of arrest may be lawfully ex-
ecuted by any officer of police not-
withstanding that the warrant is
not in his possession at the time.
This provision is not necessary
in Hongkong in the case of offences
against Hongkong law, because the
police have a general power of ar-
rest without warrant, but it may
be useful in such cases as extradi-
tion and deportation.

Section 14 of this Ordinance is
the usual section providing for the
general substitution of "Inspector
General of Police" for "Captain
Superintendent of Police" in all
enactments, contracts and other
documents where such substitution
is necessary in order to give effect
thereto.

CORRESPONDENCE.

"Musical Jottings."

[To The Editor of Hongkong
Telegraph.]

Sir,—I had not intended to pur-
sue the vexed question of artists
and their programmes and the
Hongkong Musical Society, but I
feel that I cannot allow "Allegro's"
remarks about the "world-touring
artist" who gave a concert recently
at the Club Lusitano (with some-
what disastrous results) to pass
unchallenged.

I happen to know on excellent
authority that the so-called "world
touring" artist was a young Italian
—the son of a well-known teacher
of singing here—who came here
from New Zealand hoping to make
an opening for himself as a musi-
cian and teacher, trading rather on
his father's reputation than on his
own merits, I gather. I under-
stand that he has since returned
to New Zealand somewhat dis-
couraged. He was no more a world
touring artist than I am.

I cannot understand why "Al-
legro" keeps on trying to refute
what must be a self-evident propo-
sition, viz. that no solo artist
could afford to embark on a world
tour unless he, or she, was an ab-
solutely exceptionally fine artist
and executive and had attained a
great reputation in his or her
country of origin.

The only factor of any interest
to music-lovers here is, I repeat—
and continue to repeat—what is
he or she going to play?

I have no quarrel with the
H.K.M.S. On the contrary, I think
it is doing excellent and much-
needed work and that its origina-
tor and secretary deserve all
credit and the thanks of the com-
munity—but why call the Society
"Musical"? It "backs" artists of
all sorts (e.g. La Argentina, the
dancer) and recommends musicians
long before it knows anything of
their programmes. Why not the
Hongkong Entertainments Advice
Bureau? Leave music out unless
you mean to give it its due impor-
tance, say I.—Yours, etc.,
MUSICAL CRITIC.

Malaria.

Sir,—In his criticism of the Bud-
get, Sir Henry Pollock refers to the
necessity of waging war upon the
malaria-bearing kinds of mosquito,
especially at Repulse Bay, Stanley
and Taipo, and in the Kowloon
foothills.

Another district that might well
be included is the valley situated
to the north-west of Mount Parker,
in which vicinity many of the
European staff of the Talkoo Dock-
yard reside, and where, I under-
stand, well over 100 cases of malar-
ia occurred during the months
of June, July and August of this
year. When one considers that the
total number of residents (Euro-
pean and Chinese) in the com-
munity affected probably does not
exceed 250, it seems to me that
here is a strong case for immediate
and vigorous action.—Yours, etc.,
"URGENT."

A Golf Course for the Chinese.

Sir,—In his Budget speech, the
Hon. Sir Shouson Chow is report-
ed to have advocated the grant of
a site for a golf course for the
exclusive use of the Chinese of
Hongkong.

I consider the advocacy both
undesirable and unnecessary.
It is undesirable because valiant
efforts have been and are being
made to promote the utmost con-
cord between the various com-
munities in Hongkong, and a
clarion call for segregation is
most regrettable.

The advocacy is unnecessary be-
cause the Chinese do not admit
that they are unfit or ineligible
for membership in the existing
clubs of the Colony.

Thanking you for publishing
this letter.—Yours, etc.,
COMMON SENSE.

OCCASIONAL RAIN.

The Royal Observatory reports
that the anticyclone has passed
into the Pacific, leaving a weak
anticyclonic area over North
China and South Manchuria.
The typhoon in the China Sea
yesterday appears to have taken
a north-westerly track yesterday
evening; it has probably entered
the coast in about Lat. 18 N. The
typhoon off the Loochoos is ap-
proaching South Japan on a N.N.E.
track. The forecast till noon to-
morrow is:—East winds, moder-
ate; cloudy; occasional rain.

INTERPORT LAWN BOWLS.

The second practice game will
take place on the Civil Service
Green at 3.30 p.m. to-morrow.
The teams will be:
1. J. Laing 1. F. Cullen
2. R. Bass 2. R. Taylor
3. A. W. Grimmit 3. A. O. Brown
4. J. Ferguson 4. S. Gray

NEW WAR CLOUDS IN CHINA.

CHANG FAT-KWAI'S OUSTING THREATENS TROUBLE

ALLEGED CONSPIRACY.

Shanghai, Sept. 20.
Civil war clouds again loom
thick on the horizon in Central
China, the present situation being
fraught with grave possibilities.
It will not be surprising, in-
cidentally, if South China is also
involved in the threatened turn-
moil.

The ball has been set rolling by
Chiang Kai-shek announcing the
decision to dismiss General Chang
Fat-kwai, Commander of the
Fourth Nationalist Division, com-
monly known as the "Ironside"
Division.

The cause of his dismissal is an
open secret namely the alleged
conspiracy between Chang Fat-
kwai and Chinese militarists in
north-western China to oust
the present leaders of the Nanking
Central Government, and to
restore Mr. Wang Ching-we.

The movement aimed at the
downfall of Marshal Chiang was
hinted at a little while ago in a
British Naval wireless message,
and the dismissal of Chang Fat-
kwai is not surprising.

As Commander of the Hunan
and Hupeh Provinces, General
Chang Fat-kwai has a big follow-
ing of militarists in Central China.
It will be recalled that he com-
manded the "rebellious" Cantonese
troops who mutinied on Nov. 11th,
1927, and succeeded in temporarily
ousting Marshal Li Chai-sum from
his regime.

Following the reports of the
conspiracy against the Central
Government Marshal Chiang turned
his attention to disposing of the
"Ironside" leader and eventually
issued an order instructing the
"Ironside" troops to evacuate
Ichang and other parts of Hunan
for the Lung-Hai Railway. It is
believed that Chiang Kai-shek
intended to disarm them upon
their arrival on the Lung-Hai
Line, but the order was refused.
The dismissal of Chang Fat-kwai
is consequent upon disobedience
of this decree.

The insubordination of General
Chang Fat-kwai is, in itself, a
heavy blow to the prestige of
Marshal Chiang Kai-shek, for
General Chang Fat-kwai was the
commander of one of the two
armies which set out from Canton
at the beginning of the long
expedition against the late Chang
Tao-lin and it was in fact prin-
cipally due to the fighting quality
of the "Ironside" that Marshal
Chiang Kai-shek completed the
Northern campaign sooner than
he expected.

DOLLY SISTER'S ROPE OF PEARLS.

POLICE SEEK FOR £56,000
NECKLACE.

Paris, Aug. 7.
A Paris court yesterday or-
dered the sequestration of a mag-
nificent pearl necklace, valued at
£56,000, which was bought by Miss
Rosie Dolly (formerly one of the
famous "Dolly Sisters") and her
husband, Mr. Mortimer Davis, son
of the late English millionaire, Sir
Mortimer Davis.

It had been alleged that the
pearls had not been paid for.
According to the evidence given
to the Court by the petitioners
(two well-known Paris jewellers),
the famous dancer, about a year
ago, bought at their respective
shops two pearl necklaces, which
were similar and cost £28,000
each.

Miss Dolly had the two neck-
laces converted into one.

Temporary Bills.

It was alleged in court that at
the time Mr. Mortimer Davis, who
had not in his possession the
necessary funds to pay for the
necklaces, signed several bills, ex-
plaining to the jewellers that he
was to come into possession of a
fortune, bringing him £200,000 a
year left to him by his father.
It was further alleged that these
bills have not been met, and that
difficulties have been experienced
by the jewellers in communicating
with Mr. Davis, who is now travel-
ling in America.

At the Bottom of a Trunk.

As for Rosie Dolly, she was al-
leged to have replied to the jew-
ellers—who asked for the £56,000
due to them or for the return of
the precious necklace—that "it
must be at the bottom of one of
my trunks."

In consequence of the jewellers'
complaint, the court has ordered
the sequestration of the necklace
—a measure which was opposed by
Miss Dolly's counsel.

The investigating magistrate
has given instructions to the police
to look for the necklace and seize
it.

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bition—vaudeville success—and
then the contact with romance—
the awakening on the part of the
girl that there is something in life
more than just the footlights—the
transition of character—the plant-
ing of the seeds of combat between
the artificial and the real.

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